

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

PLANNING BOARD COUNTY OF ALBANY

TOWN OF COLONIE

HOFFMAN CARWASH
1066 TROY SCHENECTADY ROAD
APPLICATION FOR CONCEPT ACCEPTANCE

THE STENOGRAPHIC MINUTES of the above entitled matter
by NANCY L. STRANG, a Shorthand Reporter commencing on
October 16, 2018 at 7:18 p.m. at The Public Operations
Center, 347 Old Niskayuna Road, Latham, New York

BOARD MEMBERS:
PETER STUTO, CHAIRMAN
CRAIG SHAMLIAN
BRIAN AUSTIN
KATHLEEN DALTON
SUSAN MILSTEIN
LOU MION
STEVEN HEIDER

ALSO PRESENT:

Kathleen Marinelli, Esq., Counsel to the Planning
Board
Joseph LaCivita, Director, Planning and Economic
Development
Frank Palombo, PE,
Joseph Grasso, RLA, CHA

1 CHAIRMAN STUTO: The next item on the agenda is
2 Hoffman Carwash, 1066 Troy Schenectady Road, application
3 for concept acceptance, 7,000 square foot carwash
4 facility.

5 Joe, do you have any introductory remarks, or
6 should I hand it over to the applicant?

7 MR. LACIVITA: Sure. Peter, while we are
8 flipping TDE's and engineers, this project is in the COR
9 zoning district, which is commercial/office/residential
10 districts and the use is allowed. We saw this project at
11 the DCC level on December 6, 2017. It came to this Board
12 for sketch plan review on May 22, 2018 and tonight we're
13 here for an application of a 7,000 foot carwash.

14 I'm going to turn over to Frank Palombo and
15 the Hoffman team.

16 MR. PALOMBO: Thank you, Joe.

17 Mr. Chairman and Board Members, I'll just go
18 through a brief discussion to address some of the
19 comments that we did receive from staff and Joe Grasso
20 and CHA.

21 So, one of the things that was a comment was
22 just to give the overall context. When we came to the
23 DCC meeting, everybody understood where the project
24 sat on site, but they wanted to get a general context
25 of where the project was and what some of the

1 surrounding uses were.

2 This is Residence In Drive here (Indicating).
3 Here is Troy Schenectady Road and Albany shaker is
4 down here. Our site is right on the corner of
5 Residence in Drive and Troy Schenectady Road. Across
6 the street from us is that New England Laser and
7 Cosmetic Surgery Center. There is a real estate
8 company here. Down here we have High Adventure Ski and
9 Bike and obviously the big one down here is the
10 airport (Indicating).

11 That is the general context and we refer to
12 that as we need to with any questions that people have
13 on the site. I will orient you first with the same way
14 as Troy Schenectady Road is at the top. This is our
15 site (Indicating). We have a building here which will
16 be a carwash. I think most people are familiar with
17 Hoffman's Carwash. There entrance will be off of
18 Residence Inn Drive and we talked about the entrance
19 during a DCC in sketch plan submission.

20 There were some questions about where that
21 should fall. We chose and we believe it works well to
22 use the location that is there as an existing driveway
23 off of Residence Inn Drive. The reason that we like
24 that so much is if you can make out in gray here,
25 these trees are all street trees that were planted at

1 the time of the Residence Inn Drive construction and
2 the Residence Inn project. They are healthy looking
3 trees. They are mature trees. We would like to sustain
4 those. We are showing some landscaping that will
5 supplement that as well think there is real value in
6 saving the trees that were planted there in the first
7 place.

8 We also think there is no conflict of having
9 the driveway in that location. We can talk about that
10 a little bit more on the traffic side of things. So,
11 what you will do is enter the site and come around to
12 the back and have a staging area here (Indicating).
13 That gives us a long distance of where cars can stack
14 on site, preventing any possibility of the stacking or
15 having trouble getting into that access it so, having
16 this access point at that distance from there and
17 having all this capable stacking makes the site more
18 efficient.

19 We initially had a driveway going straight
20 through here (Indicating). There seems to be an idea
21 that there was too many conflicts. So, what we did is
22 took that out and you come in and go in this direction
23 (Indicating), but you could also go here and go into
24 the vacuum area. This area here is where the vacuums
25 are. The most likely use of the site is for someone to

1 come through, go to the carwash and then come in here
2 and do their vacuuming. It is possible to go vacuum
3 first and then go into the site.

4 We have addressed some of the comments, but
5 there is the uniqueness of a carwash where we have to
6 come up the front. That required us to have the space
7 in the back and one of the waivers that is in Joe's
8 letter about the 25-foot front yard setback - we would
9 need a waiver on that. I think at the last meeting,
10 most of the Board understood that this was a necessary
11 fact of the type of business that we were doing.

12 There was a question about the bypass lane.
13 So, there are times when somebody gets up there and
14 just decides - may decide the vehicle is too large,
15 too high, too wide to go through. They have to get
16 that vehicle out. Somebody decides that no, I don't
17 want to have my car washed. They didn't realize they
18 had stuff in the back of their pickup truck. So, that
19 allows for the access out. This is all monitored by
20 staff people. It is not left to discretion. Once you
21 get up close to the entrance there, there will be
22 staff directing cars.

23 The question was: Why did we need a second
24 bypass lane? The reason for that is it's easier to get
25 people, if they are in this lane out here, but there

1 are service door along this side of the building that
2 will allow a vehicle to get in and make a quick drop
3 off of supplies into the building.

4 Speaking of the building, we do have the
5 graphic of what the building will look like. I think
6 at the last meeting, it was generally considered that
7 this is an attractive style for the area. It matches
8 some of the buildings in the area. It is a little bit
9 upscale from the standard and traditional commercial
10 building. With that design, does come the need to have
11 some multiple access points for the service
12 capabilities; either small vehicle drop offs - -
13 that's why we have the access road in that location
14 and on both sides of the road, or the bypass on both
15 sides.

16 To Joe's letter, we have the maximum front
17 yard, which I talked about - the parking in the front
18 yard of Residence Inn Drive. So, we do need to have
19 parking in the front of Residence Inn Drive in order
20 to make - - the fact that we're on a corner is what
21 makes that a necessary act of this project. The
22 stacking spaces were within the front yard of
23 Residence Inn Drive. So, again, we hope that you will
24 see that this is the most practical way that we can
25 achieve the site.

1 There were some other things the letter from
2 CHA addressed. One was about noise impacts - potential
3 noise impacts of the vacuum.

4 I wanted to explain to the Board that the
5 vacuums are in this area (Indicating). The nearest use
6 is across the way here.

7 There are studies and we can provide this
8 information as we advance - there is information that
9 talks about how the sound dissipates over the
10 distance. Right at the pump - the vacuum itself - you
11 are in the range of 60 dB, but before you even get
12 over to this point (Indicating) they are diminished
13 down to about 35. We will get to some traffic info in
14 a second, but my staff member who is out here doing
15 traffic counts on Friday said overwhelmingly that you
16 hear the airport. There is nothing that's going to be
17 louder than that.

18 The vacuums will be operated during the hours
19 of operation which is 8:00 to 8:00. Generally, they
20 are not a nuisance. In fact, the motor systems that
21 have been developed - everything Hoffman's is
22 upgrading is the latest technology to try to minimize
23 that impact.

24 I appreciated the fact that I saw there was
25 an understanding that we do see and we have promoted

1 at the last meeting that we expect this to be a lot of
2 pass-by traffic. It is the traffic that is already on
3 the road. It is not as much new generation. People
4 don't decide I'm going to the carwash. That's my only
5 trip, or at least there are few people that do that.
6 Somebody might be out at lunch and is going by here
7 and figures they can zip in and go that way, but
8 that's a right-in/right-out in that location. That is
9 the stand of the most typical usage of the facility.
10 There was concern about what the turning radius is. I
11 think the most important side of that is the left-hand
12 turn movements. We have provided some answers and we
13 will work with CHA on the detailing of this -- we did
14 get out there last Friday during 5:00 to 6:00 p.m.
15 peak hour time and the volumes of the turn movements
16 that are existing are really very low at this point.
17 So, what we saw at that 5:00 to 6:00. Was that there
18 were seven vehicles turning in left here. There were
19 seven and they were exiting to the left out of here.
20 We have provided information that during that 5:00 to
21 6:00 period of time, that's a prime time. They are
22 expecting to possibly have about 80 vehicles, which is
23 common amongst their other facilities. So, what we
24 have done is we stay conservative. We applied 50% of
25 that application. So, that would mean 40 vehicles

1 could be turning left. We don't think that's going to
2 happen. We think that's very conservative. Even in
3 that, we did the gap analysis and found that the
4 visitors section down here is really what is
5 controlling everything. So, about every one minute 45
6 seconds there is a gap of about 15 seconds that was
7 allowing vehicles to clear out. So, the largest delay
8 - - actually, my person had said it looked like they
9 were just nervous turning, but that was the largest
10 delay. There were two vehicles that stacked behind
11 them. As soon as that gap had opened up in both
12 directions, all three cars had plenty of time to exit
13 out. So, we do not foresee that even with the
14 additional traffic that we would get into another
15 problem as if we had stacking that started to happen
16 or past our entrance or any other entrances where
17 people couldn't access out. We do not foresee that. We
18 will rely on Joe's group to review those technical
19 numbers and certainly during preliminary final, if
20 there is a need for anything further, we will provide
21 that.

22 Chairman, it looks like you might have a
23 question.

24 CHAIRMAN STUTO: No, not until you're done.

25 MR. PALOMBO: A lot of the comments were just

1 things that I think I have already addressed. A lot of
2 the ones were just ones that we had acknowledged the
3 comments.

4 There were some comments from staff. One that
5 was just in general about traffic which we think we
6 have addressed at this point.

7 The hours of operation, we have addressed.

8 We are intending as soon as the project can
9 be approved - we are hoping to start the project in
10 the spring. It would be a single-phased construction.
11 As soon as they can begin construction we will get to
12 work as fast as possible. There are no phases of this.
13 It's a single operation project.

14 Adjacent existing uses - I have gone over
15 some but one of the things that probably was behind
16 that comment - - there is vacant land adjacent to us.
17 They have a curb and I did not mention that we will be
18 removing the curb cut that we have here. We have no
19 impact or thought of an impact on here, but we have
20 identified it. Just about everything else around us
21 has been developed. So, whether or not there is any
22 thought of what might happen there - we don't see how
23 we could impact that single lot. That's just our take
24 on it.

25 We were asked about the height of the fence.

1 We do intend to put the style - the wrought iron fence
2 with the columns - - and the columns will have stone
3 that will match the building. We would like to do that
4 as a 4 foot high fence, mainly because that is at the
5 top of the slope.

6 We do think that the building is attractive
7 and we don't want to just obliterate it through
8 fencing.

9 One of the other important facts - and I
10 don't know if this is even something that the Board
11 can give a waiver on - - I'm not exactly sure. Because
12 we are on the two sides, I don't know if we have to
13 bring that fence down to here for that 80%
14 (Indicating) on Residence Inn Drive frontage. What we
15 would prefer, as I pointed out - those trees are right
16 along the property line where you would normally have
17 the fence. We want to give that root spread as much as
18 we can. We don't want to disturb that. We will work it
19 out as we advance toward preliminary - if we could get
20 some feedback from staff whether that is an absolute
21 must have on the Residence Inn Drive side - - we would
22 like to keep it to the Route 7 side.

23 We did make our site lighting to COR
24 standards. We have provided some additional
25 landscaping to staff and we will work with them and

1 their comments as we move toward preliminary.

2 We did make an adjustment and I actually
3 wanted to talk to the Board about this. We had another
4 space here and that went beyond the building phase, so
5 we did move that back because our variance that we
6 received was for within the front yard of Residence
7 Inn, but not within the front yard of Route 7. So, we
8 moved that back and we don't need a waiver there.
9 Because we have more than 20 spaces in this area, we
10 have to meet the 5% green area. We came up with this
11 design here so that the island was all in one place.

12 We do have an option and if the Board were
13 inclined -- it is about four spaces that meets that
14 5%. It was either 12 foot wide spaces and the spaces
15 are bigger than normal. We could take these four
16 spaces and move them down here (Indicating) and have
17 the island right here. It's something that we can work
18 with staff as far as which is the better method of
19 doing it. To us, we do not want those number of vacuum
20 spaces. So, we don't want to lose any more than we
21 have. We had looked at it that the green space -- it
22 doesn't technically fit within the parking area. So,
23 we would ask to just continue to work with staff and
24 Joe on that.

25 We will work on the sidewalk in terms of on

1 Route 7 as we work to get the permit.

2 It was noted that we would need a permit from
3 DOT to take out the entrance and the resolution in
4 terms of how we would restore that - - we will
5 continue to work with staff on that.

6 We also talked with staff and they said to
7 consider a bike rack. We're not sure that we
8 necessarily need a bike rack. If we were pressed to,
9 we would put something there.

10 CHAIRMAN STUTO: Where did that comment come
11 from?

12 MR. PALOMBO: The comment was from staff. It is
13 in the Code and to consider it. We did and we want to
14 present that and we didn't just overlook it. So, at this
15 point we have Tom Hoffman, Jr. who is here and Marty
16 Andrews who are both from Hoffman Carwash if you have
17 operational questions so they can answer those as well.
18 I will leave it at that.

19 CHAIRMAN STUTO: Thank you. We will go through
20 our normal procedure.

21 This has been reviewed by our Town designated
22 engineer, CHA Joe Grasso.

23 Joe, could you offer your comments?

24 MR. GRASSO: In your packets there is a letter
25 that CHA issued dated October 5. Frank went through a

1 lot of detail and a lot of our comments in our letter. I
2 am going to go through some of them, regardless.

3 So, the plan did address many of the comments
4 that were raised during the DCC process back in
5 November 2016. So, we are appreciative of that.

6 An area variance was granted for the location
7 of the vacuum pumps. Like Frank mentioned, there are
8 currently three waivers being requested from the COR
9 design standards; the maximum 25 foot front yard
10 setback, parking in the front yard of Residence Inn
11 Drive and the drive-through stacking space itself.
12 They did include justification for each of the waivers
13 in the application materials.

14 When you understand the nature of the carwash
15 operation and configuration of the lot, we understand
16 that there are some constraints from meeting the
17 design standards. So, we feel comfortable with the
18 waivers as presented. It is up to the Planning Board
19 to decide on those. If the Planning Board is agreeable
20 to the waivers, we will work on drafting a Resolution
21 for the Planning Board's consideration as the project
22 goes through more details site plan review.

23 We commented about the noise impacts. There
24 are 22 vacuum spaces proposed. Frank said that is
25 something that's really important to them, which we

1 can appreciate. I do think that we do need to delve
2 into the details of that sound data to understand
3 whether or not what those levels are going to be off
4 the site.

5 When we talk about hours of operation from
6 8:00 to 8:00, those are long hours and if we are
7 expecting those vacuums to go on continuously or the
8 majority of the time - it's going to be different than
9 the type of sound that is derived from the airport and
10 other more instant or one-time sounds. We want to be
11 cautious about the noise impacts of the vacuum
12 operations. We want to have information that we can
13 review and inform the Board about the likely impacts
14 on the neighbors.

15 Again, regarding the traffic generation,
16 Frank discussed the issue of the pass-by traffic. We
17 did ask for that queueing and delay analysis at that
18 one intersection. Frank said that they would get that
19 and I think that is something that we will delve into
20 as the project advances into preliminary final site
21 plan review.

22 At this time, we are not expecting any
23 off-site improvements, but that would come out as a
24 result of the study.

25 Frank talked about the need for the to bypass

1 lands. Because we didn't understand that there were
2 service stores on the east side of the building, that
3 would also need that by-pass lane to access those four
4 deliveries. That does seem to make sense, but it's
5 something for the Planning Board to be cognizant of as
6 it relates to our comment.

7 We had a comment about the grading. Most of
8 the time we don't get the conceptual grading plan as
9 part of our concept site plan, but they did. It was
10 great to see it and very helpful. They do have some
11 grading in the southeast corner of the site that will
12 put drainage onto the adjacent properties. That is
13 something that we frown on and think that they should
14 revise those as they continue to work through final
15 design details.

16 The project site is in the airport area GIS.
17 Mitigation fees apply.

18 This is one of those nonstandard water users.
19 They had different types of recycling systems they can
20 use that can grossly affect how much actual water they
21 are using. It's going to be supplied by the Latham
22 Water District. There is a mitigation fee for water
23 usage. They are going to provide additional details
24 that we will review in conjunction with the water
25 district to understand exactly what that accurate

1 assessment of the water mitigation fee is. Sometimes
2 even if we don't have a high level of confidence at
3 the time the project receives approval, we will do an
4 after-the-fact. After one year of operation, we will
5 look at the actual water data and then make
6 adjustments to the mitigation fee after-the-fact. So,
7 that is something that we have done in the past for
8 these nonstandard users.

9 Regarding the 80% frontage build-out design
10 guideline, we did recommend that it was only applied
11 along the Route 7 corridor. That is just to clarify
12 that.

13 Would have to check whether or not that
14 triggers the need for an additional waiver and if so,
15 we would look for the justification that you spoke to
16 that would be included in the application materials.

17 Stormwater - they are going to propose
18 infiltration. We are in a Schenectady/Niskayuna
19 sole-source aquifer which has an additional separation
20 of groundwater of 4 feet so they will have to include
21 that in their design modeling.

22 There will be a review by the Office of Parks
23 and Recreation because of the stormwater permit. It
24 will be reviewed by FAA and the Airport Authority
25 because - work within the aeronautical impact

1 notification for construction related and structural
2 incursions within the runway approach surface.

3 Regarding SEQOR, it is an unlisted action.
4 Pursuant to SEQOR, they did provide a full EAF with
5 Part 1 having been completed. The only involved agency
6 at this time, because the variance has already been
7 granted, is the Town of Colonie Planning Board. We
8 will work on the SEQOR documentation as the project
9 goes through more design iterations.

10 That's all we've got.

11 CHAIRMAN STUTO: What about lefts-in and
12 lefts-out?

13 MR. GRASSO: You mean the turns? So, that's
14 that queueing -

15 CHAIRMAN STUTO: I know at lunchtime I am up
16 there a lot and it's tough to take a left hand turn.

17 MR. GRASSO: We are going to look at those
18 delays on Residence Inn Drive and see if those gaps are
19 sufficient so that we don't have a queueing problem. The
20 lefts-in have a turn lane there so that's okay. It is
21 something that we're going to take a really close look
22 at to make sure that we are not causing driver
23 frustration that they are encouraged to make an unsafe
24 turning movement. So, it is something that we want to
25 delve into. This is a high turnover use. There are a lot

1 of trips in and out of the site, not only during the
2 p.m. peak hour, but also during Saturday afternoon's.
3 You get a nice Saturday afternoon in the spring and the
4 sites are loaded up with customers and we just want to
5 make sure that during those times we've got saved access
6 provisions. It is something that we will delve into more
7 before this comes back for preliminary final review.

8 MR. PALOMBO: We would have no problem doing
9 other times. We did submit something just like today, we
10 didn't expect - - Joe can review our methodology, so we
11 know we're doing it in the proper fashion. He would like
12 to see it, we have no problem in going back out during
13 the noon time period. As already pointed out, people
14 might want to go and wash the car at lunchtime and so we
15 will work with Joe's group to say - - I thought it was
16 conservative, but he thinks other numbers and
17 methodologies have to be applied, we will do that.

18 CHAIRMAN STUTO: I'm going to think that the
19 access is good on that side road. Closing the curb cut,
20 I think, is excellent.

21 Thank you.

22 It doesn't look like any members of the
23 public signed up for this one.

24 We will open it up to the Board.

25 Chief, we will start with you.

1 MR. HEIDER: A couple of minor things. This
2 shows seven employee spaces. When I look here, there's
3 only five. They are labeled as seven, but there are only
4 five.

5 MR. PALOMBO: We had five here and then there
6 are two handicap spaces here (Indicating). So, that is
7 the total of seven.

8 MR. HEIDER: So, the handicap is considered
9 employees?

10 MR. PALOMBO: It is considered for employees.
11 The vacuum spaces can double as a space, but not for an
12 employee. We do think that somebody who is using the
13 site just as well pull up into the lot and get out and
14 ask somebody something. They know how many employees
15 they have.

16 MR. HEIDER: I was the one who brought up the
17 queueing in the driveway of Residence Inn. That is a
18 Town Road, right?

19 MR. LACIVITA: Yes.

20 MR. HEIDER: I would like to see, if nothing
21 else, then to prevent this backup, the lanes labeled at
22 that intersection wide enough to wear a centerline - -
23 you are coming in from seven. You have a center lane and
24 you exit to the left and the right lane would be asked
25 to write. I think a lot of traffic here - we have

1 already talked about - will probably be going right,
2 only because people know Route 7. What is the distance
3 between the entrance to your place and Route 7?

4 MR. PALOMBO: From where a car would stop - -
5 where a crosswalk would actually be between there - it's
6 120 feet.

7 MR. HEIDER: That's only about six cars.

8 MR. PALOMBO: Yes.

9 MR. HEIDER: How many cars can go to this thing
10 now?

11 MR. PALOMBO: For the time period that we said,
12 we have 80 vehicles going through. So, in that hour,
13 that's a little bit more than - it's about one every 45
14 seconds.

15 MR. HEIDER: That is my concern. If you pump
16 out one every 45 seconds, it won't take long to fill a
17 six car queue.

18 MR. PALOMBO: We want to make sure, as much as
19 anybody else, that we are not having that problem. It's
20 not in their interest to have somebody unhappy with
21 going through and being stuck because they can't get
22 out. That's why we thought we were using conservative
23 numbers on that.

24 As I described, with the existing conditions,
25 the worst-case - - it's a one snapshot. It's a Friday

1 afternoon from 5:00 to 6:00. We will do others, as
2 long as we're doing them in the proper fashion. We
3 want to know what those are. I don't know that the
4 Town Road - - we have it surveyed - that intersection.
5 We will work with the Town to see if there's enough
6 room to actually stripe it and to have a turn lane.
7 That time when there were three vehicles there, it was
8 one person turning left and the other two were turning
9 right.

10 MR. HEIDER: Sitting behind.

11 MR. PALOMBO: Yes, sitting behind. If there was
12 room there and it didn't really require anything more
13 than the striping, I think that would be to our client's
14 benefit as well. Like I said, they want customers to
15 have a pleasurable experience going through.

16 MR. HEIDER: It's a beautiful building and the
17 Hoffmans keep a beautiful place. The whole traffic play
18 within is my concern.

19 One other thing. The trees that you are
20 trying to save - you're not going to be cutting their
21 root structure by putting in a roadway 6 feet from
22 them?

23 MR. PALOMBO: We believe we have enough room
24 where most of those are. We have kept the lane back far
25 enough for at least its equal on the side there than it

1 is currently to the roadway. So, we can certainly do
2 some root protection techniques during construction. We
3 do need the space so we do need to come that close. We
4 don't think we are any closer than where they are.
5 Certainly, it is wider in many cases where an island
6 would be a parking lot.

7 MR. HEIDER: I understand that.

8 MR. PALOMBO: They were put in after Residence
9 Inn Drive, or at the same time. Many of them are right
10 on the right-of-way line, which is good because if they
11 were planted in the way, they would have been planted in
12 the right-of-way. These went right to the line.

13 MR. HEIDER: I agree with you trying to save
14 them, I'm just worried that you're not going to save
15 them and eventually they are going to be killed off
16 because you going to build up to 6 feet -

17 MR. PALOMBO: When we finalize our grading
18 plan, we will be able to show exactly how that is done
19 and benefits. We're not looking to hide anything.

20 CHAIRMAN STUTO: Craig?

21 MR. SHAMLIAN: I have just a couple of quick
22 things.

23 I agree with trying to keep the trees along
24 Residence Inn Drive and that is preferable. My
25 personal thought is I would like to see the fence

1 wrapped somewhere down around the corner, but
2 certainly not all the way down. I am in favor of the
3 bigger island in the parking area rather than breaking
4 it up. I absolutely agree with Chief. I think that
5 getting three wide there is going to be crucial to get
6 out. I think you're going to have a problem. The real
7 question is how far down or how far back into
8 Residence Inn Drive that can be accomplished because
9 if there is just one car, fine. You went from six
10 stacking to seven. I think that you're going to get
11 substantially more than that.

12 MR. PALOMBO: Again, this will be some of the
13 methodologies that we will go through because the other
14 thing that we don't want to do - - you know how it
15 happens when somebody is looking to turn left and all
16 the cars are coming up on their right. They can't see
17 down that way. The good thing is that there is a gap
18 that is really controlled by the intersection. You can
19 almost predict and think okay, that time period is when
20 it is happening that they are doing the left hand turns
21 onto Albany Shaker and left hand turns off of Albany
22 Shaker. That creates that gap there. So, there still is
23 ample time that is provided and that person will have to
24 wait. If somebody was sitting there and were bringing
25 all the cars up on the side, I think the data will show

1 and I think we are willing to work on that.

2 MR. SHAMLIAN: It's mitigated a little bit
3 because you're talking about a four-lane road with a
4 median. It's not that you're trying to look at a 90
5 degree angle exactly. That's all.

6 CHAIRMAN STUTO: Susan?

7 MS. MILSTEIN: Nothing.

8 CHAIRMAN STUTO: Brian?

9 MR. AUSTIN: Nothing.

10 CHAIRMAN STUTO: Lou?

11 MR. MION: Nothing.

12 CHAIRMAN STUTO: Kathy?

13 MS. DALTON: Can you show me on the map - are
14 there any residential properties? What is the closest
15 residential property?

16 MR. PALOMBO: We didn't get out there to see.
17 We couldn't see whether or not - - and has a large
18 parking area in front of it, but it didn't have a sign
19 or anything that identified it as a business. So, that
20 seems to be the closest one that would be residential. I
21 am not 100% positive of that. I would err on the side to
22 think that is residential.

23 MS. DALTON: The second question is: You are
24 saying that the vacuum runs from 8:00 to 8:00. Are they
25 coin-operated? Can somebody go in when it's not

1 operational and run the vacuums?

2 MR. HOFFMAN: No, it is a centralized vacuum
3 system. It's not coin operated. The vacuums shut off if
4 there are no cars there. They automatically shut off. We
5 have loops that detect if a car pulls up and that's how
6 they turn on.

7 On the map, right here is the vacuum corral.
8 That's where they are going to be. They don't line up
9 against the building or lineup where you see the
10 spaces.

11 MS. DALTON: When you see separation, it cannot
12 turn on after that.

13 MR. HOFFMAN: It cannot.

14 MS. DALTON: Kind of as a follow-up question:
15 In Joe's letter it says: future plans should narrate and
16 describe the adjacent plan uses for each parcel.

17 I just would like some reassurance about
18 where we are. I don't think we are dealing with
19 residents.

20 MR. PALOMBO: Even if that one is a residence,
21 let me point out one thing. With the vacuums being the
22 main concern, the building will be the best buffer you
23 can have in terms of sound generation in that direction
24 because they are all on the side of the building
25 (Indicating). We did look into the hours. I don't know

1 if this is exact. The laser surgery across the street -
2 I think it was three days they went until 5:00. Two days
3 it looks like they went until 9:00. So, we will be
4 operational about the same times they are.

5 This is a real estate office. I know that was
6 purchased in like -

7 MS. DALTON: Yes, I know the guy that used to
8 live there.

9 MR. PALOMBO: Most of the stuff around us, if
10 it was residential at one point in time, it has been
11 converted over. Then, the rest are all new commercial
12 businesses along that stretch.

13 MR. GRASSO: Do you have a site that emulates
14 this operation that we could go visit that is close by?

15 MR. HOFFMAN: We just opened Saturday in East
16 Greenbush. It is exactly what this is.

17 MR. GRASSO: Anything closer? That's not close
18 to me.

19 MR. HOGGMAN: We have one in Saratoga on Route
20 50. That is the exact same building.

21 MR. PALOMBO: If you don't have a ride there, I
22 would be happy to take you.

23 MS. DALTON: I have a question about the water
24 usage. The estimated water usage is 9,988 gallons per
25 day. Being a former government worker I am just

1 wondering - is 10,000 the magic number?

2 MR. GRASSO: No.

3 MS. DALTON: Good.

4 Again, going back to Joe's letter. The
5 grading of the southeast corner of the site puts
6 drainage onto the adjoining property which is not
7 acceptable. I think that, but I think you said you
8 would be addressing that further.

9 MR. PALOMBO: We will be addressing it even
10 further. It is a good catch on Joe's part that during
11 concept we just got a little bit lazy with the grading.
12 So, what we are doing right now - - on Thursday we are
13 doing borings and test pits on the site. The borings are
14 for the building. We had test and infiltration tests in
15 the areas that we have right now identified as
16 potentially being used for stormwater. We probably
17 showed more on the plan than we need. It's all going to
18 be about how we collect them, but we wanted to be safe.
19 So, we are actually doing tests and all those areas. Joe
20 had a point about being 4 feet above ground water. We
21 have to address all of that and come up with a system
22 that's going to work best.

23 MS. DALTON: Is this a closed system so that as
24 cars get washed, everything goes into some kind of
25 drainage and is renewed?

1 MR. PALOMBO: Anything that happens inside the
2 building does not go into the storm system. What can get
3 re-collected and reused will go through a mechanical
4 process there. On the that, you're going into the
5 sanitary system. None of that will go into the storm
6 system. The outside grading will be refined as we move
7 into preliminary. We are going to have detailed
8 information that will base our design on our stormwater
9 management. Our stormwater management plan will be - the
10 full SWPPP will include the grading plan - the erosion
11 and sediment control plan and that's where we will have
12 to look at all those things that you pointed out so that
13 we get the grading where it needs to go.

14 MS. DALTON: So, moving into the water that is
15 used for the car wash - what kinds of chemicals are
16 going to be in that cleansing?

17 MR. HOFFMAN: So, the commercial carwash
18 industry is regulated by the Department of Environmental
19 Conservation. We can't use any phosphates in any of our
20 cleaning solutions. Everything is organic. So, it goes
21 into the sanitary sewer system and when it goes to the
22 treatment plants, there are bacteria treatment plants
23 that literally eat anything organic that comes into the
24 treatment plant - from household toilet flushing to
25 carwash wastewater and restaurants. It is all contained.

1 It is much different then like a car washing. So, when
2 the kids are washing the car at home in a driveway, that
3 soap and water and all those chemicals are unregulated
4 and could have phosphates and when they run down the
5 driveway into a storm drain, they go untreated into
6 streams polluting the environment. They are also using a
7 garden hose that is 10 gallons a minute. So, if your
8 spray the car for 10 minutes, you're likely using more
9 than 100 gallons of water to wash your car at home. At a
10 professional carwash, they use about 30 to 40 gallons -

11 MS. DALTON: You Sound like a Commercial.

12 MR. HOFFMAN: I've said this a few times.

13 Anyway, environmentally, everything is treated at a car
14 wash. The sand is collected on site and is considered as
15 street sweepings by DEC because it is literally coming
16 off the street being collected. We dispose of it.

17 MS. DALTON: Thank you.

18 CHAIRMAN STUTO: Craig, you had another
19 question?

20 MR. SHAMLIAN: Yes. Just a follow-up with Kathy
21 on noise - I don't want to get us totally focused on
22 residences and noise. The Laser Surgery Center is
23 something that I think we need to be concerned with.

24 MR. PALOMBO: That's one of the ones that we
25 were going to focus on. We think that the Residence Inn

1 is also somebody - - we don't know what their times are.
2 People are there for extended stays. We are thinking
3 about those. We think that is further away, down and
4 back and well vegetated. That also helps to do a lot of
5 that attenuation of sound. That's another good reason
6 that the trees that we have there - - sound goes in a
7 few different directions.

8 One thing is that once it gets into those
9 trees, that void space of all those leaves - during
10 certain times of the year that is sometimes the best
11 attenuation you can get. We recognize that somebody is
12 operating a business there and it is a business where
13 somebody may have to be resting. We are going to
14 provide the information and we won't be fabricating
15 anything.

16 CHAIRMAN STUTO: Okay, anybody have any other
17 questions or comments?

18 (There was no response.)

19 I agree with pretty much everything that
20 everyone has said. We are going to be looking, again,
21 for further study and analysis.

22 I think Hoffman runs a great operation. The
23 building looks attractive. Internally, the site looks
24 pretty good. The other traffic concerns that we
25 brought up are important. I think noise is the other

1 thing.

2 With that all said, do we have a motion for
3 concept acceptance?

4 MR. AUSTIN: I'll make that motion.

5 MR. HEIDER: Second.

6 CHAIRMAN STUTO: The Chief seconds.

7 Any discussion?

8 (There was no response.)

9 All those in favor, say aye.

10 (Ayes were recited.)

11 All those opposed, say nay.

12 (There were none opposed.)

13 The ayes have it.

14 Thank you.

15 MR. PALOMBO: Thank you.

16 (Whereas the above entitled proceeding was
17 concluded at 7:50 p.m.)

18

19

20

21

22

23

24

25

CERTIFICATION

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

I, NANCY L. STRANG, Shorthand Reporter and
Notary Public in and for the State of New York, hereby
CERTIFY that the record taken by me at the time and
place noted in the heading hereof is a true and
accurate transcript of same, to the best of my ability
and belief.

Dated: _____

NANCY L. STRANG
LEGAL TRANSCRIPTION
2420 TROY SCHENECTADY RD.
NISKAYUNA, NY 12309

