

1 STATE OF NEW YORK COUNTY OF ALBANY

2 TOWN OF COLONIE

3 \*\*\*\*\*

4 SAM'S CLUB FUELING STATION

5 TROY SCHENECTADY ROAD

6 \*\*\*\*\*

7 THE STENOGRAPHIC MINUTES of the above entitled  
8 matter by NANCY L. STRANG, a Shorthand Reporter  
9 commencing on June 16, 2020 at 6:19 p.m. via  
10 ZOOM Video conferencing

11

12 BOARD MEMBERS:

13 PETER STUTO, CHAIRMAN

14 CRAIG SHAMLIAN

15 PAUL ROSANO

16 SUSAN MILSTEIN

17 STEVEN HEIDER

18 LOU MION

19 FREDERICK ASHWORTH

20

21 ALSO PRESENT:

22 KATHLEEN MARINELLI, ESQ, COUNSEL TO THE BOARD

23 SEAN MAGUIRE, AICP, CEcD, DIRECTOR, DEPARTMENT  
24 OF PLANNING AND ECONOMIC DEVELOPMENT

25 ZACHERY HARRISON, PLANNING AND ECONOMIC  
DEVELOPMENT

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2 Joseph Grasso, RLA, CHA

3 Keith Moore

4 John Fahey

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1           CHAIRMAN STUTO: We are going to call the  
2 next project for concept review. Troy  
3 Schenectady Road, Sam's Club Fueling Station. A  
4 site plan application for a fueling station in  
5 the southeast corner of the existing Sam's Club  
6 parking lot within Latham Farms, including a  
7 136 square feet service building and a 4,787  
8 square foot canopy with 16 fueling positions  
9 station.

10           I will ask the department head or Sean  
11 McGuire if he has any comments before we  
12 turn it over to the applicant.

13           MR. MAGUIRE: Zach has a file on this one,  
14 so I will ask him introduce it.

15           MR. HARRISON: The Board saw this back in  
16 February for sketch plan review and the concern  
17 was the layout around the actual fueling  
18 station - where you will see that - the  
19 applicant decided to add more curved islands.

20           Also, was the driveway that is on the  
21 north side of it and where the driveway hits  
22 the existing roadway in Latham Farms.

23           The applicant listened to the comments,  
24 and submitted this to myself and the TDE of  
25 the project and submitted concept for you

1 guys.

2 CHAIRMAN STUTO: I will say this and I may  
3 be wrong. I thought we were going to explore at  
4 least looking at sliding it over towards the  
5 Northway. I would just note for the record and  
6 I will ask questions about that later. In other  
7 words, to the west side.

8 MR. HARRISON: Westside, yes.

9 CHAIRMAN STUTO: Okay, we will turn it  
10 over to the applicant for their presentation.

11 MR. MOORE: I'm Keith Moore. We are  
12 representing Sam's and we are the civil  
13 engineering consultant working with Sam's Club  
14 on this project.

15 Like Zach had mentioned, we got a lot  
16 of feedback from staff and the Board Members  
17 at the last meeting and we tried taking that  
18 into account. We felt that the majority of  
19 the feedback was toward separating the  
20 fueling station itself from the parking  
21 field to kind of prevent that traffic where  
22 people are coming in that southeast corridor  
23 and through the parking lot. It was our  
24 field that was the major concern with the  
25 comments that we received. We felt that this

1 was the best option of to address that  
2 concern and providing a layout that works  
3 well. I think the main thing is - I'm just  
4 here to answer any questions that you might  
5 have.

6 CHAIRMAN STUTO: Okay, this is reviewed by  
7 our Town Designated Engineer, CHA, Joe Grasso.

8 Joe, can you give us your comments?

9 MR. GRASSO: Yeah, Pete. So, we do have a  
10 formal concept review letter dated May in your  
11 packets. We have reviewed this project a couple  
12 of times. In general, we agree with Zach that  
13 the applicant has done a good job addressing  
14 the comments that we have made throughout the  
15 process and comments that we heard and pulled  
16 from Planning and the various Town departments.  
17 Overall, from a layout perspective we feel that  
18 this improves the flow of circulation and  
19 provides good separation between the fueling  
20 use and the rest of the parking field for the  
21 Sam's Club. Based on our experience out there,  
22 it's a large parking field that is  
23 significantly underutilized and as traffic  
24 approaches the front of the store, what we see  
25 is a lot of vehicles are cutting diagonally

1 across the parking rows and that was something  
2 that we thought was an opportunity to address  
3 if this facility was going to be established  
4 during the site plan. We think they have done  
5 that from a site plan layout perspective by  
6 putting a lot of new islands not only around  
7 the fueling facility, but across the parking  
8 lot itself.

9 Then, from a location standpoint there  
10 was some concerns about where this was  
11 located in the parking field.

12 One of the general concerns that we had  
13 and expressed early on was the visibility of  
14 this facility from the Northway corridor and  
15 we had always felt that the further away it  
16 could be from the Northway corridor, the  
17 more the view of the facility would be  
18 obscured by vegetation and distant  
19 separation. We do feel like where they have  
20 located it is a good location from the  
21 perspective of views from the Northway  
22 corridor.

23 Just speaking more about that, there is  
24 a comment in our letter about concerns of  
25 the lighting of the facility. I think the

1 Board should be cognizant of the look of the  
2 facility, especially the canopy as well as  
3 the signage and the gas prices that they've  
4 got proposed on various signs of the canopy.  
5 Those are elements that I think are going to  
6 be visible from the Northway corridor. So,  
7 it is something that the Planning Board  
8 should be aware of and if you have a  
9 concern, this review is a good time to bring  
10 it up.

11 Going through some other items in our  
12 letter -

13 CHAIRMAN STUTO: Joe, do you mind if I  
14 bring up that item as an item of discussion  
15 right now with the Board since you just  
16 addressed it?

17 MR. GRASSO: Sure.

18 CHAIRMAN STUTO: I don't have strong  
19 feelings about this necessarily, but I do think  
20 it's something that I would at least like  
21 addressed. We haven't done any sideline views  
22 or anything like that, but I did drive by a  
23 couple times and I don't necessarily agree  
24 about the visual impact from the Northway. I  
25 will say couple things -- that I am not an

1 engineer or a landscape architect. I think it's  
2 further away - I think it will be a further  
3 blockage of visibility than, for instance, the  
4 RV Park. I think probably if you think about  
5 your Sam's Club building and the impact that is  
6 probably similar because it's the same distance  
7 from the Northway, it's just in a different  
8 location. So, I think there is a fair amount of  
9 vegetation between that corner of the parking  
10 lot and the Northway. There's also a fair  
11 amount of distance and there is a little bit of  
12 screening on the Northway and then you go into  
13 sort of a wetland. Then, the elevation rises  
14 and then there are several big trees back in  
15 the corner.

16 So, I guess I would just like to hear  
17 what the other Board Members think, now that  
18 we are on that topic. I'm not going to go  
19 against the majority of the Board, but I  
20 wonder if the other Board Members have an  
21 opinion.

22 Anybody want to talk, or no opinions?

23 MR. SHAMLIAN: I don't think it's a big  
24 deal if you shifted it to the other side or the  
25 visual from the Northway either. First of all,



1 as you head north, I think you're not going to  
2 see it regardless of where it is, whether it's  
3 where the position is now, or if we shifted  
4 someplace else. You may have a little visual as  
5 you head south of the Northway, but I think  
6 it's fine whether it stays where it is or it is  
7 shifted to the other side of the parking lot.

8 CHAIRMAN STUTO: Anybody else have any  
9 comments or opinions?

10 MR. HEIDER: I would agree with that,  
11 Peter.

12 CHAIRMAN STUTO: What would you prefer,  
13 Chief?

14 MR. HEIDER: I think where it is. Listen,  
15 it's a gas station. I don't think it makes a  
16 whole lot of difference on one side or the  
17 other.

18 My only question is: it looks like the  
19 curved end of the corridor -- there's like  
20 four different styles. I'm just curious  
21 about that. I would actually rather see it  
22 away from the Northway to where it is here,  
23 versus on the other side.

24 CHAIRMAN STUTO: Okay, anybody else have  
25 an opinion they want to voice?

1           MR. MION: I think where it is now is  
2           better. I like it where it is now only because  
3           when the cars start going into the gas station,  
4           we will still be able to disburse. Whereas if  
5           you put it closer to the Northway, you get that  
6           main road there and you might end up creating a  
7           queuing problem.

8           CHAIRMAN STUTO: Okay.

9           Anybody else want to speak?

10          MR. ROSANO: I agree with Lou.

11          CHAIRMAN STUTO: Okay, it sounds like we  
12          have support for where it is, unless somebody  
13          else wants to say anything.

14          MR. MOORE: This is Keith Moore again and  
15          I just want to kind of give you background on  
16          why we chose the location of the store and why  
17          we initially started here.

18          First, it's the most remote location in  
19          our parking field from the main entrance.  
20          The farther you can separate those two uses  
21          apart, the better off you are. Just because  
22          you have the customers entering the club,  
23          but also it's just obvious that the parking  
24          closer to the front door will be the ones to  
25          fill out the first.

1           Also, the parking lot is graded. It  
2           drains basically from east to west. Since we  
3           had that perimeter curb on the east side,  
4           there is no water really coming out to the  
5           right now from the east. However, if we  
6           place it on the west side, there will be  
7           some water coming through closer to the  
8           storm sewer that stores in the middle of the  
9           parking area that we would have to deal  
10          with.

11           So, that was the reason why we put it  
12          there. It just works best for our  
13          operations.

14           A couple other things that were touched  
15          on - the lighting - we will absolutely be  
16          glad to provide photo metrics for this  
17          fueling station. The fueling station will  
18          likely use the LED and they are fully  
19          recessed. Obviously, they're quite brighter  
20          right at the canopy but as soon as you get  
21          15 feet away from it, the light really drops  
22          off substantially and we will show that with  
23          the photometrics plan with the next  
24          submittal and will make sure to include  
25          that.

1           There was also a question about the  
2           different sizes of the curved islands for  
3           the new east/west drive that we are  
4           proposing. The reason for that is that this  
5           is an existing parking field and we had to  
6           size those so they started where they  
7           aligned with an existing parking spot  
8           stripe. So, since all those parking spot  
9           stripes are all uniform and where they end  
10          up at, we just had to modify the width of  
11          the island so it would be aligned with the  
12          stripes.

13           CHAIRMAN STUTO: Okay, thank you.

14           Joe, can you continue with your  
15          presentation?

16           MR. GRASSO: Yes.

17           So, our first comment was on the green  
18          space. The green space on the site actually  
19          goes up slightly because of the landscaped  
20          islands that they are cutting in.

21           The second comment is about the  
22          parking. Obviously, they are locating in  
23          this pad in an area where there is a lot of  
24          existing parking so there's going to be a  
25          reduction from 826 spaces on this parcel

1 down to 583, which won't meet the Town's  
2 typical parking requirement. So, a parking  
3 waiver will be required. It should be noted  
4 as such on the plans. We are supportive of  
5 the parking waiver based on our experience  
6 on the site. Like I said before, the site is  
7 over-parked and this is a better utilization  
8 of the parking that's out there that doesn't  
9 get used on a regular basis. There is a case  
10 that needs to be made to support the parking  
11 waiver and that is something that the  
12 applicant will have to put together. We also  
13 would like them -- because this is a shared  
14 parking site with the other parking areas  
15 around the leased parcel, we would like that  
16 factored into the evaluation.

17 One thing that we have seen for sites  
18 that have these kiosks or storage buildings  
19 is that they aren't designed to have a  
20 restroom facility and therefore don't have  
21 water and sewer facilities. We always ask  
22 the applicant to check with the Building  
23 Department to see if any variances from the  
24 New York State Building Code would be  
25 required to allow this kiosk not to have a

1 rest room and therefore don't need to  
2 provide water and sewer to the facility.  
3 That is something that the applicant just  
4 has to follow-up with the Town of Colonie  
5 Building Department.

6 We had a comment about the cross-access  
7 aisle. I apologize. That was actually a  
8 carryover comment from our sketch plan  
9 review and they actually did exactly what we  
10 asked with that cross-access aisle, which I  
11 think is a really important part of the site  
12 plan.

13 The next comment is about the limited  
14 disturbance and clarifying that .1 acre is a  
15 big threshold from a stormwater management  
16 perspective. We think that they are going to  
17 be under an acre, but we can only verify  
18 that when they actually show us what the  
19 limited disturbance will be. Because of the  
20 large islands that are being constructed  
21 around the fueling facility, we are  
22 concerned about the truck -- the fueling  
23 delivery truck turning movements and how  
24 that's going to impact the curbs or other  
25 operation of the site. So, we would like to

1 see truck turning templates shown on the  
2 plan for the Town's review.

3 The next comment was just getting into  
4 some detail of the grading. Steve was  
5 talking about the drainage. They are  
6 definitely - they've done their homework and  
7 they've got an understanding of how the  
8 drainage works out there. Obviously, we are  
9 going to need some additional detail for  
10 that design when he comes back for final  
11 review.

12 Stormwater runoff from a fueling  
13 facility is considered a hotspot by DEC so  
14 it does trigger the need for some special  
15 provisions and that is something that we  
16 will need additional information on as part  
17 of the final site plan application.

18 Keith talked about being willing to  
19 provide some additional photometric  
20 information about the lighting plan, as the  
21 plan approaches final. Although we're not  
22 really concerned about the cut-off amount of  
23 light because this pad is within a large  
24 commercial site surrounded by parking areas.  
25 So, whether or not the light gets

1 appropriately cut off is less important. The  
2 glare is very important and the use of fully  
3 recessed dark sky compliant fixtures is  
4 strongly encouraged. Keith mentioned that is  
5 the way they are designing it. We look at  
6 the lighting levels, and the brightness and  
7 the Kelvin temperature and the whiteness of  
8 the light, and those are things that we want  
9 to be sensitive to and not make this a pad  
10 overly bright more than it needs to be for  
11 fueling facility. So, that is something that  
12 we will take a close look at as the  
13 additional lighting design information get  
14 submitted. Keith is obviously trying to  
15 design effectively, so I'm sure it will be  
16 reflected in the final plans.

17 The next comment was just regarding  
18 some additional traffic control signage on  
19 the site. Then, from a SEQRA standpoint,  
20 because of the small size of the facility,  
21 the Town Attorney's office has classified  
22 this as a Type II action. So, no additional  
23 SEQRA will be required when the Board takes  
24 action on the site plan.

25 So, that's where we are with our



1 review.

2 CHAIRMAN STUTO: Okay. This is at the  
3 point where we normally turn it over to the  
4 public. Sean can tell us if anybody is waiting  
5 to speak. I know you got a letter or an email,  
6 which is essentially like a letter. We can  
7 either read that into the record or have the  
8 major points in it. I think Kathleen's position  
9 is to read it in and then it will be on the  
10 record anyway.

11 MR. MAGUIRE: John, did you want to  
12 present your letter to the Board?

13 MR FAHEY: If you can put up with me  
14 reading it.

15 CHAIRMAN STUTO: Yeah, go ahead.

16 MR FAHEY: Most of what I have to say has  
17 to do with the site plan of the finished  
18 product.

19 MR. MAGUIRE: John, if you could give your  
20 name and address for the record?

21 MR FAHEY: Yes. John Fahey, 46 Perry  
22 Avenue, Latham.

23 The site plan I am looking at is  
24 probably about the fifth page of your  
25 packet. I'm going by what was put into the

1 agenda. It's the finished product type plan.  
2 Most of these comments are going to be at  
3 the south side of that.

4 Right off the get-go 16 fuel hoses -- I  
5 don't see how that fits with quote: fits an  
6 existing shopping trip to the Sam's Club.  
7 So, in my opinion, the size of it says that  
8 the applicant expects to find a lot of  
9 business and in my opinion will be a  
10 destination for any and all club members in  
11 the area and that would translate to more  
12 parking. Now I understand it's on the  
13 inside, but there's a lot of traffic moving  
14 around in there. And there is no access from  
15 the store parking lot, you have to come out  
16 onto that driveway or whatever it is on the  
17 south side so that will be people coming in  
18 making U-turns. The full function entry exit  
19 points at the south side and intersects the  
20 driving lane which already sees heavy  
21 traffic and you see that to and from  
22 Hannaford. I use it. Let's see, Latham  
23 Farms, Home Depot, Dick's All-Star places  
24 like that -- it's easier than going back to  
25 the four-way intersection. They save a lot

1 of time and they find themselves an easy way  
2 in. So, I think there's going to be an awful  
3 lot of traffic conflict on that road down  
4 there. That driving lane also contains  
5 marked parking places which until recently  
6 were occupied almost daily and even for an  
7 entire week by tractor-trailers just sitting  
8 there. I don't know why or what. They  
9 disappeared recently, but they've been  
10 there -- they were there last winter and  
11 they were a mess.

12 I just see a lot of complex turning  
13 movements and queuing and everything right  
14 there on that road especially where it  
15 intersects the driveway to the east. People  
16 are cutting across from Hannaford going in  
17 and out of Hannaford cutting back and forth  
18 on that side road. It tends to get congested  
19 and it's a pretty busy place. I'm not an  
20 engineer, either. I just go based on what I  
21 see when I've been in that place.

22 Then, within the property vehicles will  
23 be making U-turns to come in and take the  
24 fuel and new turnings interiorly to come  
25 back out. I need to put an awful burden on

1 the driveway.

2 Two words that came to my mind were  
3 frenzied and manic. If you could see those  
4 people over there -- I don't know why they  
5 just don't turn that thing 90 degrees and  
6 have the main access in the Sam's Club  
7 parking lot which they say is under-parked  
8 with that one way out on that north-south  
9 driveway. It would relieve a lot of  
10 congestion. Again, that's 16 fueling hoses.

11 To me it just says a lot business and  
12 reduce it by half that and you'll have a  
13 Stewart's. The Stewart's by me gets a lot of  
14 business and that get hairy at times, too.

15 I don't know if there's any other Sam's  
16 Clubs around the area that have a gas  
17 facility. If they don't and if there aren't  
18 any or few, people are going to be coming --  
19 all Sam's members are going to be coming  
20 from all parts of the Capital District to  
21 buy the cheap gas. It only stands to reason.

22 Just as an editorial point here: How  
23 many fuel pumps are in Colonie? How many new  
24 ones has this Board approved in the last  
25 five years? We don't suffer from the

1 shortage of gas stations. So, someone's  
2 going to be eating somebody else's lunch  
3 here.

4 In closing, I just really think you  
5 should adjourn your vote until the public  
6 could be involved and the reason I say that  
7 is the agenda itself never hit the PEDD  
8 website web page until yesterday morning. It  
9 hit the portal page today sometime that  
10 probably after 10:00 and the button for  
11 application packet has no documents in it. I  
12 had to go back to the website. It was great.  
13 I like this format where we see this stuff  
14 before the meetings, but I just don't think  
15 the public has had a chance to weigh in.

16 I think maybe you should take a second  
17 thought as to the size of this thing. I just  
18 hate to think that we have a gas crisis and  
19 Sparrowbush Road is going to look like a  
20 parking lot. I'll just leave it over to you  
21 folks.

22 The turning of the 90 degrees that was  
23 referred to a while ago - I think it would  
24 make a more controlled flow of traffic in  
25 there. They're going to lose the parking

1 places anyway. You're still going to have an  
2 overabundance, I think. It will put a lot of  
3 traffic movement inside. I'll leave it over  
4 to you for any questions. Just shout out.

5 I hope we get back to the meeting room  
6 soon.

7 CHAIRMAN STUTO: Okay, thank you for your  
8 comments.

9 MR FAHEY: If my grandkids could see me  
10 now they be laughing like crazy. Grandpa  
11 playing with his iPad.

12 CHAIRMAN STUTO: You're doing well. You're  
13 doing great.

14 Joe Grasso, to the extent you feel  
15 necessary, do you want to address any of  
16 that?

17 MR. GRASSO: Yes. I will speak to it.

18 John raises -- I think he came across  
19 very clear with his comments, from my  
20 perspective. I like the layout and I like  
21 the orientation. I like the fact that you  
22 have to pull into the main cross drive  
23 aisles before you pull into the fueling  
24 stations. So, I actually like that feature.  
25 I think that's an important way to try to

1 control the circulation of vehicles. There  
2 is another way out. You can actually pull  
3 out of the fueling and go straight towards  
4 the store. You're not forced to come back.  
5 That is a relatively narrow curb cut and  
6 that is something that we can look at and  
7 whether or not it's in the right location.  
8 It doesn't exactly line up with the drive  
9 aisle to the north. Maybe it's got to be  
10 wider or maybe it has to be shifted. Maybe  
11 the site plan would benefit with two curb  
12 cuts there onto that cross drive aisle. We  
13 like the fact that vehicles that enter and  
14 exit the fueling facility are coming from  
15 and leaving via these cross parking aisles.  
16 We think that's a really important feature  
17 and will help control the circulation, no  
18 matter how busy.

19 I understand if we are dealing with 16  
20 pumps and if you look at the amount of  
21 queuing lines that they are providing, it  
22 could be a high-volume but this is a  
23 commercial site and I think based on the  
24 design it is designed to accommodate high  
25 turnover of traffic. So, I don't share the

1 same concern about the circulation that we  
2 would see if you're looking at a convenience  
3 store site plan where the amount of activity  
4 around the fueling is affecting other  
5 operational characteristics of the site. I  
6 think this is designed, as well as possible  
7 for the scale of the facility. That is  
8 obviously something that the Board should  
9 consider. I think you have to look at it in  
10 the context of the overall scale of the site  
11 to. Whereas when we are looking at a  
12 convenience store there is a big difference  
13 between 16 fueling stations and may be a  
14 canopy with eight or 12. Yet, they are  
15 proposing 16 but given the scale of the  
16 site, I think they are accommodating. That's  
17 obviously something that the Board should  
18 consider in their deliberations.

19 CHAIRMAN STUTO: Will take comments from  
20 the Board.

21 Chief?

22 MR. HEIDER: I don't have any questions.  
23 I'm just trying to figure out why it says do  
24 not enter from the aisle that goes across the  
25 parking -- I could just see people coming



1 through there instead of going around. It's  
2 very narrow. As was just talked about, as far  
3 as getting trucks and stuff in there -- I don't  
4 know the reason why that has to be a do not  
5 enter.

6 MR. GRASSO: Chief, this is Joe. We may  
7 want to let Keith speak to that. I have a  
8 feeling it's because they like to see how the  
9 traffic flows. Because you've got so many cars  
10 coming out of the feeling position, I would  
11 think they don't want any opposing traffic  
12 there. I think we should let Keith speak to how  
13 they typically operate.

14 MR. MOORE: That's exactly right. We want  
15 everybody to come into the rear of the fuel  
16 station because everybody is exiting there on  
17 the north side of a one-way fuel station. You  
18 have to come in from the south and it will flow  
19 north. You will have the option of either  
20 making that U-turn if you want to going towards  
21 the north. It's not preventing people from  
22 coming in there, it's just avoiding the  
23 congestion, or stopping it or slowing it down.

24 MR. HEIDER: The other question I have,  
25 Peter, the original plan shows water and sewer

1 to the building. I'm just curious as to why  
2 they took them out.

3 MR. MOORE: We were looking to do a  
4 standard fuel station and they have a small  
5 restroom in it for the attendants. There is no  
6 water or sewer nearby that we could tie into.  
7 There is a water main up along the perimeter of  
8 the club that we could pull domestic service  
9 from. However, the sewer for all the buildings  
10 around us -- they'll have sewer service from  
11 the back part of the buildings and there was  
12 literally no public sewer available to us that  
13 was a readily accessible. We talked it over  
14 with Sam's and the architect and the mechanical  
15 engineer and the constraints of getting water  
16 and sewer to this fuel station and they decided  
17 that wasn't warranted and the attendant has the  
18 ability to go into the club, if need be, to use  
19 the restrooms in there.

20 MR. HEIDER: I guess my question is: if  
21 you have one attendant in the building and when  
22 he leaves the building and walks across the  
23 parking lot and goes to a restroom, what  
24 happens to the gas pumps? Is the place totally  
25 unattended at that point?

1           MR. MOORE: I honestly can't answer that.  
2           I don't know exactly how they staff this, but I  
3           know there is some overlap where there's more  
4           than just one person working there. I do know  
5           that we do have data and telephone lines  
6           connecting the fueling station to the club. So,  
7           they can communicate with somebody at the club  
8           and ask somebody to come out and relieve them  
9           temporarily, if need be. That's how I imagine  
10          it would happen, but I don't really know. I can  
11          find that out for the next meeting.

12          MR. HEIDER: I guess the question would  
13          be: Does New York have any Code that mandates  
14          somebody being at that refueling station during  
15          the entire time that people are fueling their  
16          cars.

17          MR. MOORE: That's more of a  
18          building-related Code question. That's why I  
19          can't fully speak to that. If there is a Code  
20          requirement like that, then that is something  
21          the architects need to be aware of and they  
22          would pass that on to Sam's and they would make  
23          sure that there are provisions in play to be  
24          sure that we meet that requirement.

25          MR. HEIDER: That's all, Peter.

1           CHAIRMAN STUTO:  Craig?

2           MR. SHAMLIAN:  Initially, I was a little  
3           concerned about the one-way and then I actually  
4           got to thinking about some of the Sam's Clubs  
5           that I have been to, as well as Cosco.  Most of  
6           those are one-way and they seem to work.  I am  
7           less concerned about that.

8           I do think that location -- that should  
9           be reoriented across from a drive aisle or  
10          directly to one of the curbed islands.

11          Other than that, I think it's a good  
12          use, quite frankly, for that corner of the  
13          parking lot.  I think it's just blank parking  
14          that never gets used.

15          When we compare the number of fueling  
16          points to a typical C-Store, this is just  
17          fueling.  There's no C-Store associated where  
18          we're always concerned about conflicting  
19          traffic.  Generally speaking, I am in favor  
20          of the project as it is.

21          CHAIRMAN STUTO:  Susan?

22          MS. MILSTEIN:  I just have a question.  
23          What is the distance from the curb to the  
24          fuel -- not the do not enter, but the curb  
25          closer on the other side down to where the fuel

1 dispensers or the canopy would be?

2 Go to where the line below -- do not  
3 enter -- below the arrows. From there go  
4 straight down.

5 What's that distance, about?

6 MR. MOORE: That's 30 feet from the curb  
7 to the edge of the canopy. You have enough for  
8 two vehicles to travel, but have a little extra  
9 there in case somebody decides to nose up a  
10 little too far. That way they have added room.  
11 So, it's an extra wide drive.

12 MS. MILSTEIN: Here's my concern. All the  
13 front -- all the ones closest to the do not  
14 enter - those pumps are all full. Now you have  
15 a car and they are impatient so they're going  
16 to travel around and then go to let's say the  
17 one on the far left. Now they're going to be  
18 facing the other way. Is there adequate space  
19 for that car to then turn around without  
20 causing congestion?

21 MR. MOORE: This is designed to be a  
22 one-way flow through, so you enter from the  
23 south and then you basically at that point you  
24 pick which set of pumps you want to commit to.  
25 Once you get committed and then if you don't

1       like the lane, then you can circle back around.  
2       There is the ability, like I said, to make that  
3       U-turn like we were discussing earlier.

4               MS. MILSTEIN: People are impatient. So,  
5       what I can see happening as they go is they  
6       don't want to wait because all eight of those  
7       are all full. Then they're going to go and go  
8       around and then pull in.

9               MR. MOORE: There is enough room where  
10       we've got kind of the dashed lines. That's an  
11       11-foot wide drive aisle or somebody can pull  
12       in between there. They can pull in and almost  
13       parallel park to get in front of the person  
14       that's at the rear of the pump. Is that what  
15       you're saying?

16              MS. MILSTEIN: Yes.

17              MR. MOORE: If you have a car at each of  
18       those pumps, you can still drive a car in  
19       between of each one of those.

20              MS. MILSTEIN: Okay.

21              CHAIRMAN STUTO: So, there is an escape  
22       route, if you are stuck in queue.

23              MR. MOORE: That's right and if there is a  
24       person at the closest pump to the queue, you  
25       could swing around them and then get lined up

1 with the next pump.

2 MS. MILSTEIN: Okay, that was my only  
3 concern.

4 CHAIRMAN STUTO: Okay, good questions.

5 Lou?

6 MR. MION: Is this a credit card only  
7 operation, or do they have their cash in the  
8 kiosk there?

9 MR. MOORE: All payments are done at the  
10 pump so, it's credit card only. A person would  
11 swipe their membership card to show that they  
12 are a member and then it's with your credit or  
13 debit card after that. The attendant is there  
14 just for safety and to make sure operation and  
15 maintenance are working right, but they don't  
16 handle any transactions.

17 MR. MION: I think that might alleviate  
18 your question, Chief, that you had about the  
19 person.

20 MR. HEIDER: I just don't know if there's  
21 any Code -- if you have fueling stations, is  
22 there any Code that it has to be personally  
23 supervised by anybody? I know BJ's has a very  
24 similar thing where there's a person in the  
25 booth and no cash is ever exchanged. It's the

1 identical thing with the membership, credit  
2 card and debit card and away you go.

3 CHAIRMAN STUTO: Well, if there is a fuel  
4 spill -- an inadvertent fuel spill, they do  
5 react pretty quickly at gas stations. The Code  
6 is the Code.

7 MR. SHAMLIAN: I don't believe that they  
8 can be completely unattended. I think only  
9 private fueling facilities can do that.

10 MR. MION: I think the way they do it at  
11 BJ's, at least what I have seen -- somebodys in  
12 the kiosk asking if they have to go into the  
13 building to go and then they come back to the  
14 kiosk. They're not gone long.

15 I like the project. I like where it is  
16 located. I think it's good.

17 CHAIRMAN STUTO: Chip?

18 MR. ASHWORTH: I have a problem with the  
19 kiosk. How come it's not underneath the canopy?

20 MR. MOORE: They used to do that. That was  
21 the Sam's proto-layout for years and years.  
22 What they realized was the less obstruction and  
23 interference they had with people trying to  
24 pull up to the pump and get there and get out,  
25 the better the operation works. It's a



1 relatively newer thing, for Sam's at least, to  
2 put the kiosk offset to the side like that, but  
3 from trial and error they learn that works best  
4 for the overall operations of the fuel station.

5 MR. ASHWORTH: It's at least 600 feet from  
6 the kiosk to the building for the guy to  
7 relieve himself. Can't you do something with a  
8 chemical toilet, or something like that?

9 MR. HARRISON: Has your architect contacted  
10 the Building Department?

11 MR. MOORE: I truthfully fully do not  
12 know. I know that we did discuss it and I know  
13 they did make mention that was something that  
14 they were going to be told that was something  
15 they were going to have to do. They would like  
16 us to get a little further along before they  
17 really get engaged, but definitely since it's  
18 obviously a question that is on everybody's  
19 mind, we can go ahead and get those  
20 conversations rolling so we can get answers on  
21 that pretty quick. If it is something that we  
22 have to provide a restroom at the kiosk, then  
23 we can go back and look and see what options  
24 are available to us and that might be  
25 something -- I don't know that a Porta John

1 would be the answer but will see what all  
2 options we have and which one makes sense.

3 MR. HARRISON: In my previous profession I  
4 worked for the Building Department, so that's  
5 why was asking if you contacted them.  
6 Typically, I think there's a requirement if  
7 you're over 500 feet from the building so  
8 that's just something that your architects are  
9 going to want to bring in early to them. If  
10 not, you can always go for variance.

11 MR. MOORE: I will bring that to their  
12 attention.

13 CHAIRMAN STUTO: Anything else, Chip?

14 MR. ASHWORTH: No, that takes care of it.

15 CHAIRMAN STUTO: Paul?

16 MR. ROSANO: Yes, this question is for Joe  
17 Grasso.

18 Joe, the movement through the gas  
19 pumps, we talked not too long ago about  
20 people towing trailers and since it's so  
21 close to the RV place and they might be  
22 towing an RV, the movement out of the drive  
23 lines through to the pumps to that exit -- I  
24 think the radius of that out should be wind  
25 up quite a bit in case they do want to go to

1 Sam's or out that way.

2 MR. GRASSO: Yes, that is a good point for  
3 trailers. So keep when you're running those  
4 truck turning templates it would be good to  
5 know if passenger vehicles are towing an RV -  
6 if they're going to be able to make all those  
7 movements as well. It's a little bit deceiving,  
8 Paul, because the scale of the site plan -- it  
9 looks relatively tight there but those are 30  
10 foot wide drive aisles which are wider than a  
11 normal one at 24 feet. So, I assume that they  
12 do have adequate clearances there. That curb  
13 cut that weaves to the north looks narrow but  
14 then again it's just one way so you've got to  
15 side-by-side vehicles there. Even that is 24  
16 feet wide which is plenty wide enough to  
17 accommodate cars. I think that's a really good  
18 comment about how the site would operate with  
19 RVs being towed.

20 MR. ROSANO: Most of the time my  
21 experience has been people towing RVs. I do it  
22 twice year; up to the camp and down. Not  
23 exactly professional drivers and they need all  
24 the room they can get. I just don't want to see  
25 some sort of hang up there. I'm not going to

1 put this out there -- maybe even contacting all  
2 the RV and just asking them a full truck with  
3 the biggest trailer they have in showing them  
4 the smoke and seeing if they would be  
5 comfortable going through this.

6 I know we talked about the gas station  
7 over on Central Avenue because people are  
8 trying to come in there with their landscape  
9 trailers and things like that. The width  
10 between the pumps look fine. Just that  
11 movement out being 30 foot - I would just  
12 like somebody to look at that real quick and  
13 just get an opinion on it, that's all.

14 MR. MOORE: I can tell you that running an  
15 RV - when they are maneuvering through there  
16 with a trailer on it but the fuel delivery  
17 truck - in order to get where the tanks are  
18 located, it has to move all the way around the  
19 outer perimeter of the fuel station to get to  
20 the tank and also leave again. So, we feel  
21 pretty confident about that maneuvering. That  
22 works. We have run the route and we will show  
23 them in the next plan. An 18-wheeler can make  
24 it all the way around the fuel station to  
25 service the fuel pumps or the fuel tanks. Like

1 Joe said, it is deceiving because it's on a  
2 large Sam's development.

3 MR. ROSANO: Okay, thank you.

4 CHAIRMAN STUTO: Any other comments or  
5 questions from the Board?

6 MS. MILSTEIN: Yes, Peter. Can you tell me  
7 the hours of operation that you plan on?

8 MR. MOORE: Generally all of the club  
9 hours - the hours the club is open. They  
10 usually like to open the fueling station an  
11 hour early and keep it in our so late  
12 afterwards. Roughly, it will match with the  
13 club is.

14 MS. MILSTEIN: That's approximately what  
15 time?

16 MR. MOORE: I want to say it's going to be  
17 like 7:00 AM to 9:00 or 10 PM. Somewhere in  
18 that range.

19 MS. MILSTEIN: The signage that is shown  
20 on the picture -- is that a pretty accurate  
21 representation of what the signage would be?

22 MR. MOORE: Yes ma'am. That is the  
23 standard logo of Sam's that they would like to  
24 see for an operation like this.

25 MS. MARINELLI: I presume they're LED

1 lights. Are they on all four sides?

2 MR. MOORE: That is correct.

3 MS. MILSTEIN: The only thing that I would  
4 like to see just is to minimize as much as  
5 possible the view from the Northway - whether  
6 it's not having the numbers there or just  
7 whatever can be done to just minimize the  
8 impact from there.

9 CHAIRMAN STUTO: Can you give that some  
10 thought, too, as you review the plans?

11 MR. GRASSO: Yes, no doubt the canopy that  
12 space and the Northway in a narrow dimension.  
13 Obviously, the numbers aren't going to be  
14 visible from the Northway from that distance.  
15 Maybe there's some options regarding  
16 elimination of that one and may be looking at  
17 the location on the two long sided elevations.  
18 Yes, we will give it some thought.

19 CHAIRMAN STUTO: Anything else from the  
20 Board.

21 (There was no response.)

22 Okay, we have given it a fair amount of  
23 deliberation so far and the application is  
24 up for concept acceptance which is not an  
25 approval, but just an indication that it

1 would be ready for the next submission. Do  
2 we have a motion for concept acceptance?

3 MR. MION: I will make a motion.

4 CHAIRMAN STUTO: Second?

5 MR. ASHWORTH: I will second.

6 CHAIRMAN STUTO: Okay, that's Chip  
7 seconding. Any discussion?

8 (There was no response.)

9 All those in favor, say aye.

10 (Ayes were recited.)

11 All those opposed, nay.

12 (There were none opposed.)

13 Let the record show I didn't hear any  
14 no votes. The motion for concept acceptance  
15 is approved.

16 Sean, is there any further business  
17 before this Board.

18 MR. MAGUIRE: No that's the bottom of the  
19 agenda.

20 CHAIRMAN STUTO: Okay, our next meeting is  
21 July 7, correct?

22 MR. MAGUIRE: Correct.

23 CHAIRMAN STUTO: Okay, we will see  
24 everybody then. Thank you and stay safe.

25 (Whereas the above entitled proceeding

1        was concluded at 7:05 PM)

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CERTIFICATION

I, NANCY L. STRANG, Shorthand Reporter  
and Notary Public in and for the State of  
New York, hereby CERTIFIES 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.

Date: \_\_\_\_\_

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