

1 PLANNING BOARD COUNTY OF ALBANY
2 TOWN OF COLONIE

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4 *****
5 THE PROPOSED PROJECT OF BERKSHIRE BANK
6 628 LOUDON ROAD - REVIEW AND ACTION ON SEQRA
7 AND CONCEPT ACCEPTANCE
8 *****

9 THE TAPED AND TRANSCRIBED MINUTES of the above
10 entitled proceeding BY NANCY STRANG-VANDEBOGART
11 commencing on December 15, 2009 at 7:01 p.m. at the
12 Public Operations Center 347 Old Niskayuna Road,
13 Latham, New York 12110

14

15 BOARD MEMBERS:

16 JEAN DONOVAN, CHAIRPERSON
17 THOMAS NARDACCI
18 CHARLES J. O'ROURKE
19 TIMOTHY LANE
20 ELENA VAIDA
21 PETER STUTO, Jr. Esq., Attorney for the Planning
22 Board

23

24 Also present:

25 Joe LaCivita, Director, Planning and Economic
Development

Brad Grant, Barton & Loguidice

Dan Cleary, Bohler Engineering

Anthony Fazzino, Esq., 1 New Loudon Road
Associates, LLC

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1 CHAIRPERSON DONOVAN: The first item on
2 our agenda this evening is Berkshire Bank
3 which is listed as 628 Loudon Road.

4 We do have something in our records here
5 from police communications that says based on
6 the proposed plan this should be addressed as
7 630 Loudon Road. The proposed retail, which I
8 guess would come later, would be 628. The
9 address, you'll have to change for police
10 communications to 630 Loudon Road.

11 Tonight we're looking at review and
12 action on SEQRA which we're not going to take
13 but we're going to look at the concept
14 acceptance of this project. This was by Bohler
15 Engineering.

16 Brad, would you prefer Bohler to give
17 their presentation first? Is that what you
18 would like?

19 MR. GRANT: Yes.

20 CHAIRPERSON DONOVAN: Brad from Barton
21 and Loguidice is the town designated engineer
22 that is assigned to this project and reviews
23 it on behalf of the town.

24 MR. CLEARY: Thank you, Madam Chairman.
25 My name is Dan Cleary. I'm from Bohler

1 Engineering and I'm representing New Loudon
2 Road Associates and Berkshire Bank.

3 Tonight we're here to talk about the
4 proposed Berkshire Bank on the corner of
5 New Loudon Road and Glennon Road. The bank is
6 located on the area which is now a low area;
7 an open field with a billboard in it. It's a
8 grassed area. Most people are familiar with
9 it. It's next to the miniature golf course and
10 the driving range is just down the street and
11 then there's Hoffman's Playland.

12 The building occupies just under an
13 acre's worth of property right on the corner.
14 It's a 2,500 square foot plus or minus
15 building with 1,200 square foot canopy with
16 three drive-thru lanes. There are just over 20
17 parking spaces associated with the site. Here
18 is the landscaped plan. You can see the green
19 area here in front (Indicating), going along
20 the road. There is some green area along the
21 side. There is an access proposed off of
22 Glennon Road to allow access into the bank and
23 eventually access into the remaining parts of
24 the development, as developed over time. There
25 is also a proposed access onto New Loudon Road

1 which we are proposing as a full access
2 driveway at this point (Indicating). DOT has
3 looked at it and at this point they are
4 willing to accept the full access driveway
5 here.

6 We will collect the water from this site
7 and we will treat it and detain it and
8 eventually pipe it into a low area in this
9 area (Indicating) which will then transmit it
10 down to a stream in a wetland area farther to
11 the rear of the property. It's down here past
12 the driving range.

13 Again, the project is a small community
14 bank with drive-thru traffic that this
15 particular building generates. The busiest
16 time will be in the afternoon and the proposed
17 trip generation for this would be similar to
18 16 to 18 cars going to and from the bank.

19 CHAIRPERSON DONOVAN: Sir, this is part
20 of a much larger, New Loudon Village or Loudon
21 Village. This lot is going to be separate
22 though; is that correct?

23 MR. CLEARY: That's correct. That's a
24 separate lot; 630 Loudon Road. It's currently
25 under lease with Berkshire Bank.

1 CHAIRPERSON DONOVAN: Although it's
2 connected to the project, it's a separate
3 parcel.

4 MR. CLEARY: That's right. We showed this
5 additional building here (Indicating) just to
6 show how the two projects interact.

7 There were some issues - a wavier from
8 the board on setback. It was important to show
9 the parking and also how the access
10 interrelates between the two properties. Right
11 now, what we're proposing is simply the 2,500
12 square foot bank on that lot.

13 CHAIRPERSON DONOVAN: Brad, am I
14 confused? They need a parking waiver? Do they
15 need a waiver on the pavement?

16 MR. GRANT: It's the side yard setback.

17 CHAIRPERSON DONOVAN: A pavement waiver,
18 right? They need a pavement wavier, too?

19 MR. GRANT: I don't believe so.

20 MR. CLEARY: Zoning calls for a 10 foot
21 setback from the side line. Because of the
22 integration of the development, the planning
23 folks wanted us to kind of consolidate these
24 two things. So, we're asking that we could
25 bring parking right up to the edge of the

1 property.

2 CHAIRPERSON DONOVAN: So it's a parking
3 waiver. No variances are needed because the
4 building conforms, is that correct?

5 MR. CLEARY: Yes.

6 CHAIRPERSON DONOVAN: Brad, do you want
7 to respond?

8 MR. GRANT: I'm not going to read
9 verbatim from the letter that you have, but
10 I'll go over some of the highpoints.

11 In the comment letter, we reviewed the
12 following documents: project narrative, SEQRA
13 environmental short form, an archeological
14 summary, feasibility study, site plan
15 application, the commercial zoning
16 verification from the Planning Department and
17 the Albany County Planning Board notification.

18 They also reviewed the project. They had
19 some recommendations.

20 A letter from the Capital District
21 Transportation Authority also weighed in on
22 this project. Dan referred to it as a letter
23 from DOT and Mark Kennedy. That's also
24 enclosed in that packet. There are numerous
25 departmental memorandums on their review

1 project. Lastly, there were two plan sheets;
2 the site analysis and the existing conditions
3 plan and the site plan. It didn't make the
4 list, but also were the elevation and the
5 11 by 17 site plan of what is known as
6 New Loudon Village. It's not part of this
7 project, but germane to what's coming.

8 The first part of the letter discusses
9 the project narrative.

10 The first item is talking about the
11 drainage. The drainage does come in a
12 southerly direction between the existing
13 facilities that are here (Indicating) and then
14 the Hoffman's Playland. Essentially this
15 drainage moves through the site and to a
16 wetlands system to the south.

17 We'd like to see a little more discussion
18 in the narrative regarding the adequacy of the
19 facilities to receive the drainage from this
20 project. As part of their SWPPP stormwater
21 management plan, they will treat the water
22 quality volume and the drainage from their
23 site. They are actually below the threshold
24 for quantity.

25 In the DOT letter there was some

1 reference to some existing drainage problems,
2 more or less along Route 9. I don't suspect
3 that this will have any undue effect on that,
4 but we would like to see some discussion with
5 that and some coordination with DOT to
6 determine the extent of the nature of those
7 existing issues.

8 Two deals with the cross access and
9 easement, also referred to in the DOT letter.
10 Essentially, there would need to be a
11 permanent easement that would allow traffic
12 from New Loudon Village and also utilize this
13 ingress and egress out to Route 9.

14 CHAIRPERSON DONOVAN: That's the DOT
15 egress, right Brad?

16 MR. GRANT: Right. That was under other
17 town comments and other agency comments. I
18 didn't see anything on the plan, but I think
19 that it's a known issue. It also discusses the
20 waivers from the setbacks from the design
21 standard.

22 Item three talks about the front yard
23 setback. There was a note in this memorandum
24 which states that there would not be a design
25 standard setback for the front yard as it is

1 not necessary.

2 The one thing that does exist out in the
3 front is an existing 30 foot sanitary sewer
4 easement. They are located within those
5 easements.

6 Later on in the letter we talk about
7 plantings within that easement.

8 Any surface improvements within these, we
9 need to have a hold harmless agreement. The
10 town would need to be able to go in and repair
11 the sewer and not be obligated to fix any
12 physical improvements from the developer.

13 MR. NARDACCI: Brad, what's the proposed
14 landscaping?

15 MR. GRANT: The plan didn't necessarily
16 have a planting schedule.

17 The landscape plan has been developed
18 since then, Dan?

19 MR. CLEARY: Yes. It's not on the
20 concept, but that is the actual landscape
21 plan.

22 MR. NARDACCI: Can the applicant explain
23 what the plants are?

24 MR. CLEARY: Essentially we have small
25 plants. We are not proposing any deep rooted

1 trees or large trees in the front because of
2 the easement. There are basically shrub-type
3 plants. There's a grass area here (Indicating)
4 and there are ornamental shrubberies around
5 the building in this area. There will be birch
6 trees and red maples - things of that nature
7 around the property. Again, there will
8 traditional plantings around the building.

9 MR. NARDACCI: So you're saying low
10 ground level?

11 MR. CLEARY: Right. You can't have
12 anything too large to effect the sight
13 distance with the easement and everything
14 else.

15 MR. GRANT: The plan speaks about the
16 10 foot minimum parking setback and side lot
17 line. It was also discussed in the Planning
18 Department's memorandum. We would recommend
19 that waiver be granted. Banks are often have
20 an island within mall parking lots. This isn't
21 a mall that we're talking about, however.

22 The fifth item talks about the sidewalks.
23 There is a crosswalk shown here (Indicating).
24 There are no sidewalks here now. There has
25 been a recommendation by a number of parties

1 that sidewalks be provided as part of this
2 project. There are also crosswalks shown
3 here (Indicating). For connectively there are
4 reasons to have sidewalks, particularly in
5 this area.

6 As developments come in, there is an
7 opportunity to connect to them. The town is
8 desirous to have sidewalks.

9 As such in the discussion here we'd like
10 some additional section of an area that
11 basically appeals to that subject.

12 The sixth item is talking about the
13 actual ingress and egress on Route 9. In your
14 package is a letter from Mark Kennedy. They
15 are in support of an intersection here as long
16 as that easement is obtained. In other words,
17 they wouldn't do this for just a bank
18 property. It would have to be more traffic
19 using this and the permanent easement to make
20 it worthwhile.

21 I expressed some concerns in here from a
22 standpoint of the sketch plan needing this.
23 There were concerns by some of the board
24 members about people crossing the street and
25 getting out to Route 9 when it's very busy.

1 You have to cross a number of lanes of traffic
2 to go in the opposite direction. It's not
3 inconceivable that this would be just for a
4 right turn only as other entrances would come
5 as part of the New Loudon Village plan.

6 DOT was generally supportive of it, if
7 they had that permanent easement shown. Again,
8 there was a discussion about the incentives
9 for turning left and going north on Route 9.

10 The SEQRA form was included in your
11 packets. The date in there appears accurate,
12 as stated. There was a part two short form
13 section from Planning determining that the
14 proposed action will not result in significant
15 adverse environmental impacts and we concur
16 with that.

17 Buffering and landscaping and lighting
18 are lumped together. We talked a little bit
19 about the landscaping. The particular concern
20 is that there is a residence right in back of
21 the proposed bank property. It does sit up
22 quite a bit in relation to elevation. There is
23 a nice size hill that goes up here
24 (Indicating). There are some white pines that
25 are proposed in this area. We would like to

1 see that supplemented with some more plantings
2 of evergreens or something that will provide
3 screening year round.

4 With regard to lighting - to incorporate
5 only down-style lighting so that there is not
6 a lot of light pollution beyond the site,
7 particularly out to Route 9 or the neighboring
8 properties.

9 We already discussed the proposed
10 plantings and the sanitary sewer easement and
11 that we didn't want to see it with deep rooted
12 trees there.

13 The water sanitary sewer and stormwater
14 management - we've lumped the utilities
15 together and had all the departments weigh in
16 on the proposal. Essentially, there were no
17 significant issues. With the stormwater, we
18 talked about infiltration here. There was a
19 stormwater feasibility analysis.

20 Dan, has this always been the area
21 designated for stormwater?

22 MR. CLEARY: Yes.

23 MR. GRANT: There was a Highway
24 Department memo. There is a concave gutter up
25 along the side of Glennon Road and they're

1 looking for the applicant to address some
2 drainage concerns there. That would have to be
3 interrupted for a new intersection and a new
4 entry out onto Glennon Road. That would be
5 interrupted.

6 There are a couple of catch basin
7 structures and some curving and there was some
8 discussion about eliminating the concave
9 gutter and tying into a structure somewhere
10 out here (Indicating).

11 CHAIRPERSON DONOVAN: There wouldn't be
12 any drainage problems on Glennon?

13 MR. GRANT: I didn't get the sense that
14 there were existing drainage problems here. It
15 was just the fact that the crosssection has to
16 be interrupted and they were looking to get
17 swale drainage for positively draining right
18 into the pipe system. The memo didn't discuss
19 anything about drainage problems.

20 The last comment was about the people in
21 the various departments. They are more than
22 willing to sit down with an applicant after
23 going and finalizing plans at a preliminary or
24 final stage to discuss utility issues. In this
25 case, I would not foresee a lot of utility

1 issues. Pure Waters discusses what is going to
2 happen.

3 Earlier on there was a comment on a
4 two-inch service being shown. At this point, I
5 don't think, Dan, that the architectural plans
6 necessarily show a sprinkler system. The
7 building code is moving in that direction.
8 Wherever possible, we encourage people to
9 consider putting in a sprinkler system and
10 particularly a building full of money. The
11 last comment was to recommend that their
12 engineer meet with the various departments.
13 That could be done in a day. Water probably
14 doesn't have a lot of issues to talk about.
15 Stormwater management is always a good idea to
16 meet with them and go over that.

17 I would recommend that the Highway
18 Department discuss the turn into Glennon Road.

19 That's essentially it. Are there any
20 questions?

21 CHAIRPERSON DONOVAN: I just want to make
22 sure that we follow through with what police
23 communications wanted in relation to the
24 address of the lot. I would like the applicant
25 to get some kind of concept acceptance to make

1 sure that he continues to work with NYS DOT in
2 relation to the ingress and egress on Route 9.

3 I know that CDTA had a couple of
4 comments. They're looking for sidewalks along
5 the site where it borders Loudon and Glennon
6 Road. I always say that they're sidewalks to
7 nowhere. I'm not sure where these sidewalks
8 are going to go and who would have to maintain
9 them. Would the town have to maintain these
10 sidewalks if they're built?

11 MR. GRANT: That's typically the formula.
12 One of the comments was asking that the
13 property owner maintain those. I think that's
14 realistic because then we'll go into the
15 larger project that is forthcoming.

16 CHAIRPERSON DONOVAN: I know that
17 internally, they would have to maintain their
18 sidewalks, but I'm under the impression that
19 CDTA is looking for the sidewalks on Route 9
20 and Glennon. I know that is an added burden on
21 our Highway Department to maintain these. I'm
22 not sure that we want to go into the added
23 cost and expense of maintaining some sidewalks
24 in this small area.

25 MR. GRANT: I would tend to agree because

1 this lot as it is -- as you stated, the
2 sidewalks go to nowhere.

3 CHAIRPERSON DONOVAN: Well, the internal
4 walks need to be there.

5 Tom, do you have any questions?

6 MR. NARDACCI: First of all just on the
7 sidewalks issue: I know that it's a hornet's
8 nest sometime when we start talking about it,
9 but I think that definitely for the internal
10 project that it's the responsibility of the
11 applicant. I think that it's very relevant
12 considering the position and the pitch as a
13 new urbanist project, which means walkable and
14 walkable is not walking and cutting through
15 parking lots. I think that should be part of
16 the next plan.

17 I do agree with the issue of sidewalks to
18 nowhere. There are certain parts of town where
19 sidewalks make a lot of sense and I think that
20 Route 9 is one of those areas, particularly
21 from Siena to the circle. I think that's part
22 of a larger discussion. It's a larger
23 discussion that the Town Board is going to
24 have to make the determination on because of
25 the burden that it puts on the Town Highway

1 Department - or if they were to change the law
2 and make property owners responsible. I just
3 wanted to speak to that point.

4 In regards to the landscaping: I think
5 that as you drive down Route 9, one of the
6 reasons why Newton Plaza works so well is
7 because there are nice mature trees. As you
8 get further, the reason why Route 9 starts to
9 look downhill is because there is no
10 landscaping. There is no green at all. People
11 just took green areas and just blacktopped
12 them. So I think that for projects that come
13 up, we need to find a good balance between
14 site lines and traffic and security issues
15 with making it green.

16 The CHC committee asked with regards to
17 the mature trees that are on part of the
18 site -- is there a plan to keep some of those?
19 Have you reviewed that comment?

20 MR. CLEARY: Yes. The trees that are
21 onsite now are here on the slope right here
22 (Indicating). Most of the site is grass. There
23 are some trees that are up along here. We're
24 planning on grading back up into this area in
25 order to meet the grade, but we're trying to

1 keep as much vegetation up here as we can and
2 still make the grades.

3 MR. NARDACCI: I think that you have to
4 build the site but I think it would be great
5 if you could do what you can to retain
6 whatever you can.

7 Also, I think as you move into final,
8 having a pretty solid landscaping plan is
9 important. I just think that these are the
10 byways in town and I think that it's an
11 important feature that we need. The interior
12 greenspace is important.

13 MR. CLEARY: We think that it's an
14 important feature of the entire project.

15 MR. NARDACCI: You can look at the bank
16 that was recently built. It was a different
17 type of lot, but there is no green at all.
18 It's blacktop up to the entrance. I think that
19 if you can maintain that, I think that's good.

20 The other question that I had was with
21 regards to easements. The whole project that
22 we talked about is broken up into several
23 different parcels. The Hoffman's own a certain
24 parcel. Fazzone owns a parcel. Who's adjacent
25 to this parcel? Who is the adjacent owner?

1 MR. CLEARY: New Loudon Associates. All
2 the land that would be affected by the project
3 is owned by them.

4 MR. NARDACCI: Even this Berkshire
5 parcel?

6 MR. CLEARY: Yes.

7 MR. NARDACCI: So is there anything that
8 has to happen with regards to the easements?

9 MR. CLEARY: The utility easements, the
10 cross easements, access easements -

11 MR. NARDACCI: There is a grading
12 easement also that was discussed.

13 MR. CLEARY: That's a temporary grade
14 easement to allow if necessary to go onto the
15 property here (Indicating). We haven't made
16 that final determination. But if indeed you
17 need to do that, you would get a temporary
18 easement for that work.

19 MR. NARDACCI: That's all I had for right
20 now; thank you.

21 CHAIRPERSON DONOVAN: Tim?

22 MR. LANE: Just to mirror Tom's comment,
23 I do entirely agree with calling for the
24 connectivity of the sidewalks to the larger
25 development which is going to be a PDD, from

1 what I understand. Even if they don't put it
2 in now and they do it by escrow and the rest
3 of the development comes through, it has to be
4 worked into the design. It has to be part of
5 the overall picture. This is just a mode
6 that's going to be part of the larger picture
7 so it has to be viewed in that way.

8 I can't really see the elevation from
9 here, but there is always an issue for me
10 regarding snow storage. It seems like you have
11 a fair amount of greenspace. Do you see that
12 as being an issue at all?

13 MR. CLEARY: No. We actually have quite a
14 bit of the area available for snow. There is
15 not a lot of pavement here either. The ratio
16 to greenspace is pretty good.

17 MR. LANE: I really like it.

18 As far as the architecture of the
19 building itself, would that reflect what is
20 going to happen in the overall development? Is
21 there a visual connection?

22 MR. FAZZONE: Generally, the bank was
23 concerned about keeping a brand design. It
24 would be slightly different from their usual
25 brand. It would be either a stone water table

1 or the entire thing would be stone. The roof
2 would be at least a 45 year roof. The fence
3 along the road would also be stone.

4 MR. LANE: But the idea is to make it fit
5 in.

6 MR. FAZZONE: Absolutely.

7 MR. LANE: And they keep their unique
8 look, but they still have a commonality.

9 MR. CLEARY: I happen to see the
10 architecture and they are kind of sticky with
11 this proposal of stone and the clapboard.
12 There will be no aluminum. It's all going to
13 be real siding and real stone at the water
14 table and no cultured stone. The roof would be
15 most likely 50 year design. It's called
16 Enviro-Tech. This will actually last longer.

17 CHAIRPERSON DONOVAN: Elena?

18 MS. VAIDA: Most of my questions have
19 been answered. I really like sidewalks, even
20 on Route 9. I had asked our counsel to maybe
21 look into whether or not as a condition of the
22 project that we can make the property owner
23 responsible for maintaining the sidewalks that
24 are on Route 9. I just don't see why not,
25 unless it would contradict our Town Code. I

1 don't know if there is anything in the Town
2 Code about the sidewalks and who maintains
3 them.

4 CHAIRPERSON DONOVAN: We don't have many
5 sidewalks in the town. I know that the town
6 maintains Sand Creek Road, but Sand Creek Road
7 is a town road.

8 MR. O'ROURKE: Albany-Shaker - we
9 maintain.

10 CHAIRPERSON DONOVAN: Okay. Well, my
11 conversations with the Highway Department
12 indicated that this is somewhat of a burden to
13 do this. Fiscally, I don't know that this is
14 something that the town wants to undertake at
15 this point, but we certainly can look into
16 seeing if there is any way that the
17 maintenance of any sidewalks -

18 MS. ELENA: When we add the sidewalks, I
19 could see why we would have to be responsible
20 for them, but it's a new development and we're
21 asking for sidewalks. It seems like they could
22 be responsible to maintain them.

23 MR. LANE: When you say maintain, are you
24 just talking about repairs or just in the
25 winter?

1 MS. VAIDA: Both.

2 MR. LANE: There is a big difference.

3 MR. O'ROURKE: Maintain is maintain.

4 MR. LANE: I just want to be clear about
5 it. It is a state road, but you can't expect
6 the state is going to take care of it. The
7 state is going to throw their snow on it. I
8 don't know if you can expect the town to chase
9 after the state.

10 CHAIRPERSON DONOVAN: We've talked about
11 the snow removal on Route 9. They plow Route 9
12 and then the snow ends up on the sidewalks.

13 MR. O'ROURKE: Again, everyone, I'm not a
14 proponent of sidewalks normally, but in this
15 case I think with the proximity of
16 Siena -- and I don't know if anybody has ever
17 driven down Route 9, but there are Siena kids
18 all the time on the sides of those roads. This
19 is one area that the town needs to put in
20 place some infrastructure for those kids.
21 They're all going to Newton Plaza or they're
22 going to Stewarts and they're buying their
23 beer at the beverage mart. In terms of this
24 part of the town, I think that it's imperative
25 that the town make a decision for sidewalks.

1 This is one area, in my estimation, that it
2 would be fiscally irresponsible to let one kid
3 going to college get hit by a car because
4 they're walking over snow banks and those
5 kinds of things.

6 CHAIRPERSON DONOVAN: What makes it even
7 more difficult, C.J., is that most of the area
8 that we're talking about is already developed.

9 MR. O'ROURKE: Jean, there is no doubt
10 about it. There is a bigger picture here and
11 as we look forward, the town has to take a
12 position that certainly this developer, as he
13 develops further along that stretch - one side
14 of the road absolutely needs sidewalks, in my
15 estimation. I mean, we're doing it now by
16 Shaker - down by that way and certainly the
17 college kids with more freedom away from home
18 are out on that road a heck of a lot more than
19 the high school kids.

20 MR. NARDACCI: Jean, there have been
21 other projects that we have looked at on
22 Route 9 and I think that it was in the Boght
23 GEIS area that we had a discussion about
24 having an escrow for sidewalks. Was that
25 because it was in the GEIS? I wonder in a

1 situation like this, if it's feasible to build
2 this one piece of sidewalk and maybe there is
3 something that could be part of an escrow.

4 MR. O'ROURKE: Again, in my estimation,
5 even though it's only three miles difference
6 down to the other side into the Boght, it's a
7 totally different area than that side of
8 Loudonville and that entranceway into the town
9 from south on Route 9.

10 MR. NARDACCI: C.J., I definitely agree
11 with you. There are areas in the town where
12 people walk. This is one of those areas that
13 they do every day. It's mostly Siena students.
14 When Fresh Market goes in, there are probably
15 going to be some students that walk down to
16 Fresh Market. Down in that area where it's
17 more highway, I think that people are walking
18 more.

19 MR. GRANT: Along Route 9 kind of ties
20 into some other points. There are a lot of
21 lanes to plow out here. It is narrow. Where do
22 I want pavement? Putting a sidewalk in the
23 state right of way- their first concern is
24 going to be: Where is their snow storage going
25 to be? A possibility is on private property.

1 MR. O'ROURKE: It's even one step
2 further. It's outside of the GEIS. This should
3 show everybody how important it is to develop
4 smart development going forward so that there
5 is some sort of mitigating fee so that the
6 taxpayer doesn't eat this kind of stuff. This
7 developer is going to go in and develop and
8 rightfully so. He bought the property and it's
9 outside the GEIS. Yet, he's not paying the
10 mitigating fees and up the street a mile,
11 they're paying mitigating fees. So, we need to
12 ensure that there is escrow for these
13 sidewalks, in my estimation, on this project.
14 I believe that moreover the bigger picture is
15 for the town to develop fair standards across
16 the board for the GEIS and mitigating fee
17 structure within the town.

18 MR. FAZZONE: I completely agree with you
19 on some respects. I completely disagree on
20 others, but the sidewalk is hugely important
21 and Siena is working on that with their
22 students. Joe has been there with them and I
23 have been there with them working on that
24 project.

25 The problem with taking the sidewalks and

1 burdening the rest of the commercial
2 developers doesn't necessarily make sense
3 because it increases the burdens that it
4 already has. No, we're not in the airport GEIS
5 but maybe the solution might be to have a
6 sidewalk GEIS from Siena down to the circle.
7 That would make more sense because all of
8 those retailers are going to get a benefit
9 from that. It's not just safe right now with
10 Siena kids walking down Route 9. I think
11 that's different than expanding the GEIS to
12 say every detail in the town or every portion
13 of the town should pay for that. They're not
14 going to get that benefit over in the Boght
15 from these sidewalks.

16 Likewise, we shouldn't have to pay in
17 this area for the things that are being done
18 to their part of the town because the impact
19 fees and the mitigating fees go into the
20 purchase price. When you buy something, it's
21 automatically factored and the market system
22 looks at that and says, hey, this area doesn't
23 have mitigation fees. The price of this parcel
24 is higher because of that. Because there are
25 no mitigation fees -- I think that mitigation

1 fees should be used but one idea would
2 be -- and we talked about this with Siena and
3 with them expanding across the street. They're
4 almost to a corner maximum amount. Maybe
5 having an impact area that extends from
6 Maxwell to maybe 155, as a separate tax for
7 retailers in this area so that they can put
8 money into escrow to develop that sidewalk
9 system and not make the other retailers in
10 Colonie pay for that. That would be a separate
11 system. We're not opposed to that.

12 MR. O'ROURKE: But the GEIS is area
13 specific. It's supposed to be.

14 MR. FAZZONE: But based on impact -

15 MR. O'ROURKE: Correct, but airport
16 mitigation fees are supposed to be used within
17 that area. Again, I understand that you guys
18 have the majority of that development. No, I
19 don't want to burden you with putting the
20 sidewalks in. That said, there has to be
21 someway for the town to create some sort of
22 revenue to make the infrastructure for the
23 benefit of the taxpayers -

24 MR. FAZZONE: And we're not opposed.
25 We're not opposed to sidewalks. We like

1 sidewalks. We met with Siena and we'd love to
2 do it. Someone is going to get killed there.
3 Those areas there are dangerous. Our problem
4 is that we're going to do it and walking down
5 the sidewalk there is no place to go and now
6 you're walking on private property again.

7 It has to be something where the town
8 says, if you have frontage on Route 9 from the
9 circle to Siena, you're going to pay tax into
10 this. We're willing to pay it. We're willing
11 to put sidewalks in - so that we can run those
12 sidewalks from Siena to Fresh Market,
13 otherwise one of those kids is going to get
14 killed. They're out there and walking in the
15 road and there are no sidewalks. We're 100% in
16 support of sidewalks here.

17 MR. O'ROURKE: And it's worse in the
18 winter with the snow.

19 MR. FAZZONE: It's crazy. It's a totally
20 unsafe situation.

21 CHAIRPERSON DONOVAN: Who would maintain
22 it? Would the tax go to the maintenance of the
23 sidewalks?

24 MR. FAZZONE: If we did it inside this
25 corridor, we could make those retailers pay

1 for it through the taxes.

2 MR. O'ROURKE: That's a good idea.

3 CHAIRPERSON DONOVAN: That's interesting.
4 That might be something good to look into.

5 MR. FAZZONE: We're not opposed to that.
6 I'm sure that Newton Plaza wouldn't be opposed
7 to it.

8 One thing that I looked at was the
9 economic impact to the students. You've got so
10 many students that are spending their money in
11 this corridor and in a snowstorm they're
12 walking in the middle of the road in the dark
13 at 11:00 at night. It's just a matter of time.
14 It's irresponsible if we don't correct that
15 somehow. I just think that the impact areas
16 should be looked at. Who is going to benefit
17 from the sidewalk? We are going to because
18 we're right here (Indicating). Newton is going
19 to benefit and Fresh Market is going to
20 benefit. All those in between should kick in a
21 proportionate share based upon their market
22 value to put sidewalks in and maintain it out
23 of that tax base. That's how it should be
24 done. I don't think the rest of the town
25 should have to pay for it.

1 CHAIRPERSON DONOVAN: Thank you.

2 I'll open it up to the public -

3 MR. O'ROURKE: I'm not done yet.

4 CHAIRPERSON DONOVAN: Oh, okay, C.J.

5 isn't done yet.

6 MR. O'ROURKE: When was the last traffic
7 study in this area done?

8 MR. GRANT: I don't know.

9 MR. O'ROURKE: I would be for a traffic
10 study. I travel this road quite frequently in
11 this area and the curb cut does bother me. As
12 the bigger project goes forward with two curb
13 cuts, I would imagine that DOT has a final
14 say. I'm sure that's going to be right turn in
15 and right turn out. If that is, I would like
16 to see it right off the bat that way, instead
17 of changing it down the road.

18 The second thing which was touched on a
19 little bit was the DOT letter. I'll skip that.

20 The water main: Are we staying with the
21 two-inch or are you putting in the eight-inch
22 now?

23 MR. CLEARY: We're not putting in the
24 eight-inch. This is just service for the bank.
25 There is a two-inch line proposed for the

1 bank. We're tapping into an existing line.
2 That might be where you're getting the
3 eight-inch line from.

4 MR. O'ROURKE: Within your Bohler
5 Engineering piece, Number 6, eight-inch
6 diameter water main must be installed and your
7 answer was not applicable.

8 MR. CLEARY: That was for a larger
9 development - for the residential development.

10 MR. O'ROURKE: I do understand that. My
11 question is: Are you putting the eight-inch
12 main in before the easement?

13 MR. CLEARY: No, we're tying into the
14 existing water line which is a two-inch line.

15 MR. O'ROURKE: And then what is going to
16 occur with the eight-inch?

17 MR. CLEARY: Later on if the residential
18 piece goes forward, they'll need additional
19 volume. That's why the eight-inch was
20 originally contemplated by the water
21 department with their comments from DCC a year
22 ago.

23 MR. O'ROURKE: Let me ask you then: With
24 a two-inch line, is that enough for a wet
25 system?

1 MR. CLEARY: Yes. That's why we suggested
2 a two-inch line. We didn't know whether they
3 were going to sprinkler the building or not.

4 MR. O'ROURKE: I'd just like to make a
5 comment. Because the code is moving that way,
6 I would certainly be in favor of seeing the
7 building sprinklered.

8 That's all I have.

9 CHAIRPERSON DONOVAN: These people were
10 here first thing so they can speak first. They
11 were here before we were tonight.

12 FROM THE FLOOR: I live on Glennon Road.
13 You speak about 80 cars going in and out to
14 the bank. How will they get out? If you lived
15 here long enough like I have, 52 years, this
16 road is the worst road in the Town of Colonie.
17 Glennon Road will not handle 80 cars on top of
18 the over 100 cars we already have.

19 When you talk about Loudon Road and going
20 back into it, you can't make a right hand turn
21 here (Indicating). You talk about
22 traffic - you haven't seen traffic until
23 you've been involved with it. You're going to
24 have 200 cars coming in on Glennon Road. This
25 isn't a good plan.

1 MR. GRANT: I've had personal experience
2 with trying to get out there and a lot of
3 times at the right time of day, you're
4 depending on the courtesy that someone will
5 let you in.

6 FROM THE FLOOR: I've been there 52 years
7 and I've seen all of that.

8 MR. CLEARY: I just want to clarify that
9 when I say 80 vehicle trips, they're not cars.
10 There are 40 cars going in and out of here. In
11 terms of peak hour, it's one trip in and one
12 trip out. Two times four is eight. The reason
13 that we have the proposed connection here is
14 that in order for some day to have
15 connectivity all the way down to potentially
16 the traffic light, this would actually benefit
17 folks from Glennon Road. They would be able to
18 come and go through the parking lot here
19 (Indicating). It would save you time from the
20 way it is now.

21 FROM THE FLOOR: There are more accidents
22 in this two mile stretch of the city than any
23 other piece of roadway in the town.

24 CHAIRPERSON DONOVAN: Yes, sir.

25 MR. WRIEDEN: My name is Don Wrieden and

1 I live at 21 Gail Lane. Glennon Road is quite
2 a steep slope. When you come up and out of our
3 development, you're blind until you crest the
4 slope and start down; then you can see what's
5 before you.

6 Also, you have two commercial properties
7 right across the street exiting onto Glennon
8 Road just about where that road is going to
9 come out.

10 CHAIRPERSON DONOVAN: When you say across
11 the street, you mean across Glennon?

12 MR. WRIEDEN: Across Glennon Road. You
13 have a medical facility there that has
14 meetings. When they have a meeting, there are
15 cars parked on both sides of that road all the
16 way up our hill. This was proposed once before
17 when Mr. Hoffman was here and he made a
18 development going out onto Glennon Road.

19 After further review, it was said that
20 no, you cannot exit Glennon Road. First, it's
21 a steep slope and if you get a snow storm, you
22 better get a four-wheel drive vehicle to go up
23 that hill because until the plows come, you
24 don't make it. That hill is that steep. You
25 can't see and you can't get out onto Route 9.

1 Sometimes you sit there for ten minutes at the
2 bottom of Glennon Road trying to get out onto
3 Route 9.

4 Now, I don't care whether you say 40 cars
5 or 80 cars. You're going to add that to the
6 100 cars coming out of that development up
7 there. You will never get out onto that road.
8 Plus, by coming out Glennon Road, you're very
9 close to where Route 9 goes from two lanes to
10 one lane. That is where you have your
11 accidents. People will just not give. Now you
12 want to put more cars coming out that same
13 area. That's not going to work. You can't have
14 a road going onto Glennon Road because it's a
15 steep slope to begin with. Now you're asking
16 more traffic to go out onto it. What do the
17 local residents do that live there and can't
18 get out now?

19 CHAIRPERSON DONOVAN: I know that we're
20 just looking at a bank now, but we know that
21 this bank is part of a whole picture. There is
22 no question that anybody who travels down
23 Route 9 and goes through this area knows that
24 there are traffic issues. There are traffic
25 issues from Route 9 to the city line to

1 Saratoga. But in this area in particular
2 because there are only two lanes, there are a
3 lot of problems.

4 As we continue to develop down here, my
5 fear is that as we go into the PDD, which is
6 going to be residential units plus more
7 retail, the impact is going to be even
8 greater. I don't know what the solution is. I
9 know that there has got to be something that
10 is done not just for Glennon Road but for all
11 the traffic out there.

12 MR. WRIEDEN: DOT has said that they will
13 not put another light between the light and
14 155 and the one by Newton Plaza.

15 FROM THE FLOOR: We did have a traffic
16 study. Someone should have a record of it. I
17 spoke to the man that was sitting there from
18 the state and he told us that the state will
19 never give you a red light there because of
20 Hoffman's development - and then there's one
21 down at Bella Napoli. He said, you'll never
22 get a red light there. It doesn't matter what
23 goes in. We cannot get out of the development
24 now.

25 MR. LACIVITA: That's at the Glennon

1 area?

2 FROM THE FLOOR: Yes, we asked for a red
3 light there.

4 The medical facility has their meetings
5 all the time. When we get a snow storm -- and
6 the Police Department has said to me that they
7 have to do something. People are complaining.
8 If you need an ambulance or fire truck, it
9 will barely make it. They park on both sides
10 of the road of our development. They shouldn't
11 be there. Somebody let them go in there.

12 MR. WRIEDEN: The town will not put up a
13 no parking sign because they said that it's
14 not within the legal ramifications for the
15 town to put a no parking sign on that hill.

16 FROM THE FLOOR: And now you want another
17 bunch of cars coming out. It's impossible to
18 handle that.

19 CHAIRPERSON DONOVAN: Somewhere in that
20 huge pile of paperwork, I did have something
21 that talked briefly about Highway Safety on
22 this project.

23 This is from Lieutenant Ken Pirro from
24 the Highway Safety Department. They met to
25 review this on October 20th.

1 The committee questions the full access
2 entrance/exit on Route 9. The committee
3 noticed that when the following phases of the
4 project are built that another larger full
5 access entrance/exit will be placed just south
6 of this access. With two full access driveways
7 located that close to each other, the
8 committee feels that this will cause traffic
9 problems in the turning median on Route 9 and
10 within the parking lot. However, this parking
11 lot is on State Route 9. State DOT will review
12 and decide what accesses are to be built. The
13 committee also had concerns that crosswalks
14 are depicted on the plans and they are not
15 connected to sidewalks. Crosswalks must be
16 connected to sidewalks. Either sidewalks have
17 to be included in this project on both Route 9
18 and Glennon Road or crosswalks should be taken
19 off the plans.

20 That is the Highway Safety's comments on
21 this.

22 Brad, as this project goes along, we have
23 to be realistic and we have to know that this
24 is part of a larger plan. Maybe they're
25 breaking up this lot just to put the bank in.

1 Maybe someone would say 60 cars a day is not a
2 lot, but it actually is in this area. I think
3 that we're going to have to take a closer look
4 at the traffic. If this board, tonight,
5 decides to grant any concept acceptance, it
6 will be contingent on the fact that any
7 recommendations that come from the state and
8 from our traffic people will have to be
9 implemented. It could be that there will not
10 be any access to Glennon Road. I don't know.

11 MR. FAZZONE: Can I be heard just
12 briefly? We don't disagree with the residents
13 here about taking a left turn all the way down
14 to Hoffman's. The whole idea of an access was
15 to tie into the signal so that they could take
16 a left turn. It's not doable for the bank to
17 be there.

18 DOT says that they have no problem with
19 full access on 9 and the people see that as a
20 problem. The problem is going to be if it
21 becomes signalized at another date and then
22 everyone is going to cut through to get to
23 that signal. You can't take a left hand turn
24 from Glennon all the way to Newton Plaza. You
25 just can't get out. It's awful.

1 CHAIRPERSON DONOVAN: I would like Brad
2 to possibly meet with this applicant and Mark
3 Kennedy from DOT. He is our regional director.
4 This definitely is an issue.

5 MR. GRANT: I think that there is no
6 question for the larger developments of New
7 Loudon Village that a traffic study is going
8 to be merited.

9 CHAIRPERSON DONOVAN: But what I'm afraid
10 of is that if we allow the connector to
11 Glennon and then the larger project comes into
12 play and then find out that it's a problem,
13 then we have a predicament. That's why I would
14 like, if possible, to meet with DOT and see if
15 some of this can be ironed out.

16 MR. GRANT: Obviously the New Loudon
17 Village plans aren't complete at this point,
18 but they are developed enough that there is a
19 plan or a footprint that -

20 MR. FAZZONE: DOT saw these plans a year
21 ago. They saw them again a few months ago. We
22 sat with Mark at DOT for a couple of hours.
23 They are aware of the problem on Glennon and
24 they are aware of the left turn problem.
25 That's why this was all designed so that they

1 could get to the signal. It doesn't help our
2 project at all because there is nobody coming
3 from Glennon. It's not a pass through. No one
4 will want to take a left to go through there
5 because you can't come out anywhere.

6 CHAIRPERSON DONOVAN: DOT recommended
7 that the access be on Glennon Road?

8 MR. FAZZONE: Because we are proposing a
9 signal at the main entrance.

10 CHAIRPERSON DONOVAN: How far would that
11 be from Glennon Road?

12 MR. GRANT: It's about 350 more feet.

13 MR. CLEARY: Somewhere near the miniature
14 golf course.

15 MR. GRANT: I probably should read from
16 Mark Kennedy's letter.

17 Item number one: Plans show a proposed
18 access to Route 9 as well as access to the
19 adjoining Glennon Road. The property on the
20 main highway also fronts on and has access to
21 any other public street on the road -

22 And then it goes on.

23 The proposed bank with full movement
24 access to Route 9 appears to be part of the
25 larger Village of New Loudon proposed

1 development. The department is willing to
2 consider proposed access to Route 9 where the
3 bank is shown on the plan with a
4 commitment -

5 That's where the permit easement is that
6 where we're talking about.

7 MR. NARDACCI: I think that it's
8 important to begin a formal dialogue between
9 the town and DOT directly so that we can get
10 information directly. I agree with C.J. that
11 in looking at this large project, clearly, if
12 there is not a traffic study and there hasn't
13 been one done, we should find out if there was
14 in fact something done under a private
15 project.

16 Mike, you don't think that there is a
17 traffic study done of this area?

18 MR. LYONS: I'm not aware of one.

19 MR. NARDACCI: So we should start talking
20 about one being done.

21 MR. FAZZONE: I just want to point out
22 what needs to be done to improve Glennon Road
23 can't be shouldered by this lot. We'd rather
24 forgo the Glennon Road access. If the
25 residents think that it's a problem, we don't

1 need it. Later on, we don't want to go back
2 out and cut that out. It doesn't make any
3 difference. For us to shoulder the traffic
4 study for this three-quarter acre lot, we'd
5 rather withdraw that.

6 MR. O'ROURKE: Sir, you split the lot
7 off.

8 MR. FAZZONE: Right.

9 MR. O'ROURKE: You have a bigger project.

10 MR. FAZZONE: No, it was a two-acre lot
11 to start with.

12 MR. O'ROURKE: In the scope of your
13 development, you're going to have to pay for a
14 traffic study.

15 MR. FAZZONE: Absolutely.

16 MR. LACIVITA: In the larger picture I
17 agree, but what I think that Mr. Fazzone is
18 saying is that DOT -- and I think the
19 recommendation from Planning came with the
20 connectivity of that road because there is
21 access across the street as well. So, again,
22 it's recommendations to them but they don't
23 need it for this project. For the larger
24 project, they will.

25 MR. FAZZONE: We're not concerned about

1 it.

2 CHAIRPERSON DONOVAN: Let's put it this
3 way, if the board decides to grant concept
4 acceptance this evening, it's not going to be
5 acceptance of the ingress and egress to
6 Glennon. That's still part of the discussion.
7 It could be in the future but -

8 MR. FAZZONE: Even if the board wanted to
9 grant concept, they could pass it at a later
10 date or withdraw it for whatever later date.
11 It really doesn't affect this project. It's
12 not a pass-thru. No one is going to come from
13 that way. There is no way to go up Glennon and
14 get anywhere. So it doesn't behoove anybody
15 from our project to go out on that road.

16 MR. NARDACCI: This board has been very
17 consistent in taking a bigger picture approach
18 to development. You're in here specifically on
19 this bank proposal, but we did start this
20 discussion. If we step back a few meetings in
21 looking at the overall plan, I think that
22 while a full traffic study doesn't make sense
23 for this type of parcel, certainly in terms of
24 the grand scheme of things it's very relevant.
25 It has to be done.

1 FROM THE FLOOR: All of you on the board
2 are familiar with this street, right?

3 CHAIRPERSON DONOVAN: Right.

4 FROM THE FLOOR: Just try sitting there
5 some morning, afternoon or night. On a Sunday
6 morning, you can't get out to go to church.
7 But these people from DOT and these gentlemen,
8 they're making recommendations and they don't
9 know anything about the neighborhood or the
10 neighbors and they don't care. What does DOT
11 know? They're sitting in their offices in
12 Albany or wherever and making these decisions.

13 CHAIRPERSON DONOVAN: That's why we need
14 a study done with traffic counts and a little
15 more detail than just an analysis from behind
16 a desk.

17 MR. NARDACCI: That's just what this
18 conversation is. We're hearing from you and
19 your 52 years living this and understanding
20 it. We're trying to take in what you're saying
21 and mediate with the developer. We've done
22 that in other projects and the developer seems
23 willing to listen, which is very important.
24 Maybe it's not necessary.

25 MR. O'ROURKE: Like I said, he pays his

1 taxes and he owns the property. We have to
2 give him a reasonable expectation to develop
3 that property that he owns. Just like you own
4 your home. We just want to make sure that as
5 we go forward, it's developed property.

6 I'm very familiar with that area and when
7 the project does go forward and there is a red
8 light there, I know that you folks on Glennon
9 Road are going to want to go through there and
10 get to that red light.

11 Joe, what I would like to see as we go
12 forward is to poll the entirety of the
13 neighborhood. Again, it is America and I know
14 that there are only a few of you guys here. I
15 would like to poll the neighborhood and get
16 the feelings of everybody in the neighborhood
17 as we move forward.

18 FROM THE FLOOR: I walked the development
19 and went to every house today. Almost
20 everybody was home and a lot of people could
21 not make it. Some are elderly and some have
22 babies but no one said this was a great idea.
23 Everyone said: Are they out of their minds?

24 MR. LACIVITA: I did speak to a Sarah
25 Nikiforov. She lives at 36 Glennon Road. I

1 called her at her house this evening because
2 she couldn't make it as well. She actually
3 liked the connectivity potential that would
4 come down the road, if this roadway was to
5 come in and the future expansion of it. I
6 talked about a light being there later on - a
7 little further south on the project and she
8 did like the fact that there would be
9 potential connectivity.

10 CHAIRPERSON DONOVAN: The board has
11 promoted a lot -- we did it with Siena and
12 we've done it with a few others up in the
13 Boght area. We've asked the developer to
14 please hold a neighborhood meeting. I don't
15 care where, but someplace near Glennon Road
16 where people can come in and you can discuss
17 the project with them. You can get the
18 different opinions and then when you come back
19 to this board you can have a firmer sense of
20 what's going to happen. You can have a
21 discussion with the neighbors so that they
22 have a clear idea and see if a consensus can
23 be reached somewhere along the line. We're
24 never going to make everybody happy all the
25 time and I understand that. I think that if

1 there is communication at certain levels, as
2 plans go forth you'll find a lot more
3 agreement between the developer and the
4 neighbors.

5 This gentleman has been waiting. Yes,
6 sir.

7 FROM THE FLOOR: I had personally
8 contacted the Highway Safety Officer of the
9 Colonie Police. He came in and sat down with
10 me. We talked about this piece of stretch of
11 the city and how bad it was and how many
12 accidents there were.

13 I went down to the State Police and they
14 said the same thing. What you're doing is
15 creating more problems and more accidents and
16 it's going to backfire to the town with
17 accidents.

18 CHAIRPERSON DONOVAN: We'll get some
19 accidents reports, too.

20 Brad, I don't know if we can do it
21 through the Colonie Police or the state, but
22 we should be able to get some information on
23 that.

24 As the project goes forth, if it gets
25 concept acceptance tonight, I would like to

1 see neighborhood meetings set up. This is not
2 just for the bank. This extends to the whole
3 project. Just for the bank, you said that you
4 could just forget about it and you wouldn't
5 need it, but we're talking about the project
6 as a whole. I think that maybe people should
7 sit down and talk and you can get some ideas
8 as to the conditions.

9 MR. O'ROURKE: Would the parking in the
10 back be enough for some of those other parking
11 issues?

12 MR. FAZZONE: I don't want to mitigate
13 that but some of the parking issues that they
14 have with that medical building - the bank has
15 very sparse hours; as all banks do. Most of
16 our traffic is drive-thru; about 60%. There
17 are 21 parking spots. Some of those people
18 that are parking on the street could park in
19 this parking lot. Realistically, for the whole
20 development, we really don't need that access.
21 We really don't.

22 FROM THE FLOOR: Then don't ask for it.
23 Just drop the whole thing.

24 CHAIRPERSON DONOVAN: The state has asked
25 them this. Because this is on a state highway,

1 the state has asked them to do this and that's
2 why I think that it's important and you follow
3 through with the state and you follow through
4 with the neighbors and see if we can come up
5 with a consensus and then we'll see how we go
6 forth.

7 MR. WRIEDEN: In answer to his statement
8 on the medical building. When they have their
9 meetings that parking lot is full. Both sides
10 of the street on that hill have cars on it.

11 CHAIRPERSON DONOVAN: I've seen that too.
12 I've driven by there and seen that.

13 MR. GRANT: I was just going to speak in
14 generalities with regard to the meetings
15 within the community. You had an applicant
16 that did that and I was fortunate enough to
17 attend that. Communication is really key. It's
18 nice to come here and work out these issues in
19 a public forum, but it's also nice when there
20 are evening hours for certain people that
21 couldn't make it and maybe they could make
22 another meeting and express their opinions.

23 CHAIRPERSON DONOVAN: I think that if you
24 set up a series of one or two meetings with
25 the neighborhood so that they have the

1 opportunity - maybe one during the day so
2 people don't have to come out at night when it
3 gets dark. See what you can set up and see if
4 you can get some conversation going and we'll
5 go forth.

6 Acceptance tonight does not necessarily
7 mean the acceptance to the ingress and egress
8 on Glennon Road.

9 Gloria?

10 MS. KNORR: I would like to hear some
11 discussion about the design. I know that the
12 outer covering of that building is good. I
13 just thought that the whole scheme was going
14 to go more with the Shaker design. To me, I
15 would just like discussion about the bank
16 design.

17 CHAIRPERSON DONOVAN: I think that as the
18 project goes forth, we'll get better sketches
19 of it. That's one of the things that we're
20 looking to develop in the town and we don't
21 have it in place yet. We have some
22 neighborhood associations and we're looking to
23 have some type of architectural review process
24 go on. It wouldn't hold up a project but we
25 would get input from neighborhood associations

1 and some professionals as to architecture in
2 certain parts of the town. So we are also
3 looking into that.

4 Gloria, you're right. That is important.
5 As we move forward, we would like some more
6 architectural renderings.

7 Anybody else? Questions? Comments?

8 ***(There was no response.)***

9 CHAIRPERSON DONOVAN: Again, we're not
10 going to address SEQRA tonight. What we're
11 going to do is if anybody on the board wants
12 to make a motion to grant concept acceptance
13 based on all the conditions that we have set
14 forth this evening on the record and that the
15 TDE has set forth, we can do that.

16 MR. LANE: I'll make that motion.

17 MR. O'ROURKE: I'll second that.

18 CHAIRPERSON DONOVAN: All those in favor?

19 ***(Ayes were recited.)***

20 CHAIRPERSON DONOVAN: Opposed?

21 ***(There were none opposed.)***

22 CHAIRPERSON DONOVAN: Okay, Brad, when we
23 come back, you have your work cut out for you.

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*(Whereas the proceeding concerning the
above entitled matter was adjourned at
8:17 p.m.)*

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