

# TOWN OF GUILDERLAND

## Planning Department

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## Town of Guilderland Development Planning Committee (DPC) Meeting Notes

Wednesday, October 16, 2019

10:00AM

Guilderland Town Hall

### Town Attendees:

Peter G. Barber, Town Supervisor  
Kenneth Kovalchik, AICP, Town Planner  
Tim McIntyre, Water Superintendent  
Greg J. Wier, Highway Superintendent  
Jackie Coons, Chief Building and Zoning Inspector  
CJ Gallup, Director of Parks and Recreation  
Ken D'Arpino, Stormwater Officer  
Tim McIntyre, Jr., Stormwater Assistant  
Zeynep Tas, GIS Coordinator  
Donald Csaposs, CEO Guilderland IDA

### Dutch Mill Acres – 3633 Carman Road

Tax ID# - 27.11-1-24.1

The applicant is proposing a zone change of 16.20 acres +/- from a General Business (GB) District to a Multiple Residence (MR) District for a proposed 120 unit apartment community consisting of 12 buildings, club house, and recreation amenities (pickle ball court, trails and pool).

### Representatives:

#### Hershberg & Hershberg

Daniel Hershberg, P.E. of Hershberg & Hershberg Engineers presented on behalf of the applicants. The property is 16.23 acres located on 3633 Carman Road. 0.73 acres of 16.23 acres parcel has steep slopes; therefore, constrained area was subtracted from the total acreage to calculate the total units allowed by MR Zone. The project proposes 7.74 units per acre, 12 units per acre are allowed under MR Zone District calculation. The project proposes 12 buildings with 10 apartment units for each, 120 parking garages associated with each apartment unit and are accessible from the buildings, 139 additional parking space for visitors and second cars. The project proposes 79 more parking space than the MR District Zone requires. The site would also include a pool, a clubhouse, two pickle ball courts, trash area, maintenance shed and one mile walking trail around the site. The pickle ball court and walking trails would be for internal residents only and not be open to the public.

### Town Staff Comments:

1. If a zone change to MR is approved, §280-24.7.a of Town Code states where a lot in the MR District adjoins a single-family district, then the side and rear yard setbacks shall be a minimum of 100 feet.

2. Proposed rear setbacks range from 30' to 55'. Side setbacks range from 35' to 80'.
3. Should consult with NYSDOT for proposed two curb cuts on Carman Road.
4. A NYSDEC Checkzone has been identified on the front half of the parcel, paralleling Carman Road. Please consult with NYSDEC Region 4 to make sure where the actual wetland boundary is. A wetland biologist may have to perform a field delineation to avoid impacts in the wetland or the regulated 100' buffer zone.
5. Federal wetlands exist on-site. The building located to the north, along the rear property line, may be located within a federal wetland area. This will require ACOE review.
6. Town staff indicated there may not be support for a zone change to the MR District based on the recommendations from the Carman Road Transportation Study. Town staff recommended a PUD and to incorporate commercial uses into the development.
7. It was recommended that townhomes and/or single-family uses should be located adjacent to single-family residential uses on adjacent parcels. Higher density apartments should be located interior to the parcel with commercial uses adjacent to Carman Road.
8. Retain as much existing vegetation around the perimeter of the site as a buffer to adjacent residential uses.

#### **Sections of the Carman Road Transportation Study Relevant to the Proposal:**

1. There are several vacant parcels of land in and around the corridor that could lend themselves suitable for commercial or more intense residential development. One such location is the 17 acre parcel located on the east side of Carman Road between Lone Pine Road and Spawn Road. Currently zoned General Business (GB), consideration should be given to changing the zoning of this large parcel to Local Business (LB) for the development of a small scale, pedestrian oriented, commercial/retail "village", or for the development of a senior apartment/townhouse village.
2. Given the existing zoning classifications, the LB district would be the preferred alternative due to the fact that limiting the amount of commercial activity outside of the commercial nodes along the corridor would lessen traffic impacts to the area. However, in an effort to further respond to regional market trends, consideration should also be given by the Town for the creation of a new, "Traditional Neighborhood Development District" (TNDD) for this and other transitional areas of the corridor. It is envisioned that a new TNDD would allow Fort Hunter/Carman Road Neighborhood Transportation Plan Page 9 of 61 for more of a pedestrian friendly, neighborhood scale, mix of small-sized local commercial uses interspersed with and/or incorporating a secondary mix of onsite residential uses. This new district designation would in many ways mirror the more traditional Planned Unit Development Districts (PUD) found in larger parcel developments, but would provide for smaller-scaled, context sensitive, in-fill development in areas physically limited by existing/adjacent development.
3. Access to and from the site should also be restricted to Lone Pine and Spawn Roads, further reducing the amount of traffic directly impacting Carman Road. All proposed future development of this site should also be required to provide pedestrian connection to the existing Timothy Lane/Joelle Drive neighborhood.

#### **Corporate Circle Plaza – 27 New Karner Road**

Tax ID# - 40.20-1-2; 40.20-1-1; 41.00-2-49

The applicant is proposing a retail development consisting of a 25,406 square feet retail/flex building and a 2,500 square feet retail/drive-thru building on a site located in the General Business (GB) District.

Representatives:

Insite Northeast Engineering & Land Surveying

John Romeo, P.E. of Insite Northeast Engineering presented on behalf of the applicants. The project is located next to the ongoing Stewart's Shops project right on the corner of Corporate Circle and New Karner Road. Two entrances/exits to the project site will be on Corporate Circle and New Karner Road which were already approved by the City of Albany and the Town of Guilderland. The project proposes sidewalks coming from the west edge of the property up to the Stewart's sidewalks on New Karner Road and coming into the site with a couple of crosswalks up to the end of the flex building. Having sidewalks on Corporate Circle is not being considered at this time; however, there would be a sign or a crosswalk connecting into the Stewart's property as well. The flex building and the drive-thru building will have their own parking spaces which will be located on the east sides of the buildings. The main parking island for the flex building will be broken into symmetrical sections and more landscape will be added between the islands to provide more uniform and green look.

There is no water main and sanitary sewer pipe running through the project site; however, there is a large storm sewer pipe travels through the south of the property. The project proposes several different possible areas for stormwater practices on the east and south side of the site. The project is still in the stage of delineation of any potential wetlands that would be in the area.

#### **Town Staff Comments:**

1. The number of provided parking spaces is close to the required number. Additional parking should be accommodated if the proposed parking islands are broken into symmetrical sections any updates are made to the square footage.
2. The Water/Wastewater Department prefers to have the water system to be private and own the sewer main and the manholes.
3. The Town would prefer a 10' wide multi-use trail connection going south down to Pine Knob Drive. It was also recommended to contact with Albany County to see if they have any connections planned in the area within the next few years based on the Capital District Trails Plan where the Route 155/New Karner Road was identified as one of the major connector between the Albany County Helderberg-Hudson Rail Trail and Mohawk-Hudson Bike-Hike Trail.
4. [Section 239-3](#) of Town Code requires new buildings to have sprinkler systems, design your water distribution system accordingly.
5. Required 100' buffer area to adjacent single family residential property on the south applies to the southeast part of the drive isle around the drive-thru building which will require an area variance from the Town of Guilderland Zoning Board of Appeals.
6. Parking at the front setback where the New Karner Road Right of Way angles in will also require an area variance from the Town of Guilderland Zoning Board of Appeals.

#### **7 Lot Major Subdivision – 7264 Route 158**

Tax ID# - 14.00-2-17

The applicant is proposing a 7 lot single-family major subdivision on 25.6 acres +/- in the Rural Agricultural (RA3) District. The applicant is requesting a single lot exemption for lot size as set forth in section 280-11.F of Town Code.

Representatives: Advance Engineering & Surveying PLLC.

Nicholas Costa, P.E. of Advance Engineering presented on behalf of the applicants. The project would subdivide a 25.6 acre linear shaped parcel between Route 158 on the west and railroad tracks on the east. 7 single-family residential lots ranging from 2.45 acres to 3.15 acres and a 9.65 acre stormwater management area are proposed. The lot sizes are smaller than the minimum requirement in the RA3 zone

([§ 280-24B\(1\)](#)); therefore, the applicant is requesting a single lot exemption for lot size as set forth in section 280-11.F of Town Code. The subdivision will be accessed by a roadway which would be dedicated to the Town, terminating in a cul-de-sac off of Route 158. Public sewer is not available, individual septic systems will be used for each building. The project would be serviced from the existing water line on Route 158.

Staff made the following comments and requests:

1. Satisfactory access for emergency vehicles should be given while designing the cul-de-sac street.
2. Limits of disturbance should be shown in the formal submittal.
3. NYS DOT should be contacted about the proposed roadway curb cuts to Route 158.