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Robert Leslie, AICP
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Town of Bethlehem Development Planning Committee (DPC) Agenda
Thursday, August 16, 2018
10:00 AM
Bethlehem Town Hall, Room 101

Town Attendees:

Rob Leslie, Director of Economic Development & Planning
Paul Penman, Town Engineer
Matt Hoffman, DPW, Engineer
George Kansas, Commissioner DPW
Kevin Perazzelli, Assistant Engineer
Elizabeth Staubach, Senior Planner, DPC Coordinator
Leslie Lombardo, Senior Planner
Mark Platel, Assistant Building Inspector
Howard Hyer, Director of Field Operations, DPW
Joe Cleveland, Engineering
Kathleen Reid, Zoning Board Secretary
Deborah Kitchen, Planning Board Secretary
Karen Shaw, Open Space Coordinator
David VanLuven, Supervisor

Resident:

Nanci Moquin

Rob Leslie welcomed attendees to the meeting. He stated the Development Planning Committee (DPC) consists of representatives of the various town departments that are involved in facilitating or servicing development projects in town. The DPC holds regularly scheduled monthly meetings during which prospective developers can present development concepts and receive feedback from the town on a host of development related issues. Comments provided at the meeting are non-binding; however, the applicant should expect to see similar comments once a formal application is submitted to the Planning Board.

1. Applicant: School's Out Inc.—81 Kenwood Avenue

Tax maps: 86-1-5

The project, located at 81 Kenwood Avenue, Delmar, proposes a Planned Development District (PDD) for multi-generational co-housing, community agriculture as well as before and after school care. The proposal includes the development of a new one story building located in the back of the property to be used for classrooms for the before and after care

programs for School's Out. The project is in the Elsmere Fire District, Residential A (RA) zone, in the water and sewer district and is in the Bethlehem Central School District.

Representatives:

**Stephanie Ferradino, Esq., Jayne Maloney and Phil Stevens for School's Out Inc.
Dave Ingalls, PE, Ingalls and Associates LLP**

The Applicant is proposing a PDD for multi-generational co-housing, community agriculture as well as before and after school care on 13.3 acres. The existing driveway to the property will be used as the access to the site from Kenwood Avenue, but will be widened to accommodate school buses. The property is currently developed with a single family residential structure, barns and an indoor riding arena. Surrounding land uses include residential, farm fields, a seasonal farm stand business, vacant land, and a radio tower site. The property is owned by Holly and John Lutz who would sell their land to School's Out Inc.

The property is zoned Residential A (RA), the Multi-Family (MR) zoning district borders the property in the rear. Ms. Ferradino described the project, the day care use of School's Out is different from the standard for day care use under the town code that the applicant does not meet. The day care use building would be 65'x 125' and would be for 125 students. The use would be walkable to surrounding subdivisions including the proposed subdivision on the adjacent 65 Kenwood Ave property. The concept rendering for the building is a barn look structure to blend in with the property and surrounding area. The indoor riding arena would be used as a play area for the children. Currently the SOI site on Delaware Ave has 70 students, they would like to expand. Currently at all the sites they run in town at the schools, there are about 400 students total and 100 staff. SOI would continue to operate their program at the schools in town.

The existing house on the property will be converted to co-housing, the idea being it is for staff of School's Out, and a residential manager. They may also look to co-op with colleges to have college students live there who would work with the children in the program. Co-housing is affordable, mixed generation housing where the living space and kitchen are shared. There are 4 bedrooms, possibly a fifth in the house now. As part of the project they are discussing community farming on the site as well.

The site plan shows the location of the proposed day care building, a circular driveway to accommodate a school bus turn around, a parking lot, and area for stormwater management. There are steep slopes on the property as well as a wetland area.

Staff made the following comments, posed questions and requested the applicant provide the following information with an application:

- expand and give specifics on co-housing idea, what is it? How will it work?
- daycare is a secondary use to meet PDD requirement, address in more detail the residential use and the agricultural use also.
- traffic assessment needed and how it works with other development proposed in the area, trip generation needed, pedestrian connections sidewalks heading west is important
- deed restrictions for proposed open space will be needed
- layout for a conventional subdivision will be needed so that board members can see what's possible under current zoning (Dave Ingalls suggested 22 homes would fit on 7 acres)

- what are the plans for summer time use? (Response from applicant was 60 children or more will use program, parents deliver and pick up in summer, deliver between 7:30am and 10:00am, school buses are used for trips they take)
- applicant will need to provide those numbers as part of traffic assessment as well
- show total limit of disturbance, full SWPPP, what type of practices using? Will it be a redevelopment chapter for stormwater regulations? Is stormwater draining to steep slopes?
- cross sections will be needed of angle of repose, greater common plan of development will apply if come back in the future with more impervious surface so plan for that now.
- where will agricultural use proposed be located on site?
- plan out all uses on the site now, so can plan for total impervious surfaces and stormwater practices sized properly, example, filling in the pool will need to be accounted for.
- look at the bus turn around area, can it be smaller? (less impervious surface)
- may need another fire hydrant, check fire code to meet regs
- 150' off the road will need a hot box, backflow prevention devise needed, new service to lot
- check the condition of the roof on the indoor riding arena, may need a new roof (applicant said that is a part of Office of Child Family Services to rebiew all buildings)
- buildings require sprinklers, retrofit the house with sprinklers, sewer has grinder pump now?
- How many acres will be for agricultural use? Think about offering co-housing to a farmer, working with Capital Roots organization.
- Office of Children and Family Services needs to know about co-housing use
- take into account the types of vehicles coming on to the property with all different uses and make sure they do not conflict with each other and can access the driveway turn arounds etc (example: farm use/community garden use vehicles like pick-up trucks with trailers, buses, and cars)

Resident comment: concern for traffic, what is the maximum number of children served? (Answer by applicant was 125 children is what building is sized for)

Next set of plans submitted need to address the issues raised in this meeting

2. Applicant: Gordon Companies—294 Route 9W

Tax maps: 97.08-1-1, 97.08-1-2

The project, located at 294 Route 9W Glenmont proposes the subdivision of two existing parcels into four lots and the development of those four lots with various commercial uses. The project is in the Selkirk Fire District, General Commercial (C) zone, in the water and sewer district and in the Bethlehem Central School District.

Representatives:

Robert Osterhout, P.E., Bohler Engineering

Jeff Gordon, Gordon Companies

Victor A. Caponera, Esq., Caponera Law Firm, P.C.

The Applicant is proposing a subdivision of two existing parcels into four lots for the proposed development of the four lots into various commercial uses. The main access for the development of all four lots will be from the existing traffic signal at Rt 9W and the commercial development across the street (Walmart & Lowes). There is a proposed right turn in and out only to Route 9W located

further north on the property. The property is currently developed with the Petrol gasoline station and includes vacant land. Surrounding land uses include residential properties to the south on Magee Drive, a residential property to the southeast that has access over the proposed site, commercial properties to the west, a church to the north and the NYS Thruway to the east. The proposed development concept includes a supermarket on one lot (2.9 acres), a restaurant with a drive thru lane on a second lot (1 acre), a retail store on a third lot (1.7 acres) and a retail/auto service store on a fourth lot (1.5 acres). Stormwater management areas are shown on the plan, each lot will have their own stormwater management. The site layout incorporates a shared access drive for use by future development on lands to the east. There are wetlands on the property, the impacts to wetlands are under .10 acres.

Staff made the following comments, posed questions and requested the applicant provide the following information with an application:

-previous plans for development of this property have been made in the past, but not carried through, what is different about this proposal? (Answer from applicant: owner recognizes that the access road at signalized intersection into the project will be used to access lands to the east at a future date)

-look at the code for setbacks if dividing into 4 lots. Compliance issues for General Commercial must be met, includes 100' setback to residential properties, would need variances if project does not provide it, also need landscape screening to those adjacent residential properties.

-question about the access for the house in the back, how will that continue?

-there is no right turn in and out for the commercial development across the street so why have it here? (Answer from applicant: it limits traffic at the intersection by allowing another access)

-Rt. 9W Corridor study applies: layout site so that it doesn't interfere with Rt. 9W widening, landscaping taken into account etc.

- Rt. 9W Corridor Traffic Assessment Update 2018 will apply, contribution methodology in that study will apply, cumulative impacts from this project on the 9W corridor will need to be assessed by the Planning Board, note this intersection was not included in the 2018 Rt. 9W Traffic Assessment Update because private development will be responsible for the improvements, the development across the street put in the traffic signal

- pedestrian connections, sidewalks are important, the roundabout project at Glenmont Rd/ Feura Bush Rd and 9W is extending sidewalks north along 9W to the Glenmont Elementary School, Town will be looking to make more connections

- there are 2 application processes involved; subdivision and site plan, 150' of road frontage is required for the larger building, show the setbacks on the plan sheets, identify any zoning variances needed.

-full SWPPP will be needed, even if subdividing properties the greater common plan of development under the SPDES regulations will apply, need to plan for maintenance of the stormwater practices, possibly consider off site mitigation of wetland area in order to better plan for the stormwater management?

-the wetland delineation cannot be more than 2 years old as per code, were there wetlands filled on the Petrol site?

-individual services for water and sewer will be needed on each lot

-parking lot landscaping requirement applies, if not providing it need variance

- where is the loading dock for the grocery store? If on the north side, does it work with parking lot layout and circulation?
- show where snow storage will be on the plan and size for it in the stormwater management areas
- how will signage be handled, one sign at intersection main entrance? Will need to see the details proposed. (answer from applicant: need a sign for each lot and tenant)

Next set of plans submitted need to address the issues raised in this meeting.

3. Applicant: Albany Port Commission—Beacon Harbor Island

Tax maps: 98.00-2-10.23 and 98.01-2-1

The project, located at Port Road South on the Beacon Harbor property, proposes the development of up to 1 million square feet of industrial uses. The project is in the Selkirk Fire District, Heavy Industrial (I) zone, in the water district and is in the Bethlehem Central School District.

Representatives:

Steve Boisvert, McFarland Johnson, Inc.

Richard Hendrick Albany Port District Commission (APDC) General Manager

Meghan Daley, Port of Albany

The Applicant is proposing site plan concepts for 5 different options for development of industrial use on an 81.5 acre parcel in the Heavy Industrial district. The options proposed for the site include a single level warehouse (900,800 s.f.), four buildings with rail access (810,000), a two story warehouse (1,130,000 s.f.), a smaller single story warehouse (160,000) with a larger assembly area on the site, and a larger single story warehouse for manufacturing (508,000). The site has existing access through the PSEG property to the south. The applicant proposes to build a new bridge over the Normanskill Creek for access to the north. A previous bridge used to connect the property to the north, but was removed. The applicant proposes to use the existing rail right of way and make the site a multi model access property. The property is currently vacant. Surrounding land uses include Heavy industrial uses at the Port of Albany to the north, PSEG power plant to the south, the Hudson River to the east and to the west is a rail line, River Road and a mix of uses including residential and commercial in the Rural Light Industrial district. The property is in the floodplain and buildings will be elevated to meet floodplain requirements. Two thirds of the site was used to dump fly ash from the adjacent power plant in the past. A phase 2 soil study was done, it is not a brownfield site, but the land will be required to have a 2' layer cap. The applicant is proposing to use dynamic compaction on the soil on the site in order to cap and build on the property. Applicant's representative explained dynamic compaction used on other capital region sites. Applicant proposes to do a GEIS first for an industrial park use and then do the EIS when a tenant has been secured. There is an existing water main right of way that runs north to south from Albany, but is abandoned.

Staff made the following comments, posed questions and requested the applicant provided the following information with an application:

- How will stormwater be addressed, moving water from the internal site area to the outer site? It will be difficult because of topography.

- Staff will discuss water supply from town or city with applicant
- Possibly get a 30' easement from PSEG for water and sewer to run from that site?
- traffic assessment will be needed, applicant responded that truck traffic will travel north to the Port of Albany and out to Rt. 787
- Port Road South, who owns? Who maintains?
- PSEG has private sewer line that is pumped up Glenmont Road
- Show impacts from dynamic compaction vibrations to surrounding residential properties as part of the information provided with an application and discuss monitoring requirements
- there are other options besides dynamic compaction like rigged foundations
- the Planning Board will be lead agency in SEQR for an EIS
- Note that a Town Floodplain Permit is separate application and is done through Building Department
- Applicant said they are meeting with NYS DOS representative to discuss Coastal Consistency review

Next set of plans submitted need to address the issues raised in this meeting.