

Minutes
Albany County Planning Board
July 21, 2016

Present:

Dominic Rigosu Acting Chair, Yomika Bennett, Roland Graves, Sean Maguire, Tim Garufi

Albany County Planning:

Leslie Lombardo

Minutes:

Janis Dunham Relyea

Guest:

Scott Siegel
Dan Hershberg, Hershberg Engineering
Spencer Jones, Dawn Homes Management
Todd & Aida Horwitt
John Barnum
Al & Deb Neer
Don Reeb
Don Csapos
Michael Lawler
Stew Sacklow
Carol Waterman
Paul Miller
Judi Kavoney
Lee Clark
Dav Harrhhu
Wendy Holsberger, Creighton Manning
Mike Arcangel
Paul Goldman
Jordan Carleo-Evengelist
Helen Bickmore
Linda English
Fred Garavelli

A call to order:

Dominic Rigosu called the meeting to order at 3:30 p.m.

Sean Maguire made a motion to accept the meeting minutes from the June 17, 2017 meeting. The motion was seconded by Roland Graves and unanimously approved by the board.

Sean Maguire made a motion to hear case #160702593 first. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #1-160702593

Sandidge Way Apartments/Loughlin Street Rezone

2-12 Sandidge Way (formerly Loughlin Street); 263-271 Fuller Road/CR 156, west side of CR 156, between Tri-Centennial Dr and Warren St., Albany.

Countywide and intermunicipal impacts: Potential impact: CR 156, stormwater drainage, adjacent Town of Guilderland.

Rezoning of 5.6 acres from Single Family Low Density Residential (R-1A) to Multifamily High Rise Residential (R-4) to allow construction of 173 apartments in 5 buildings with a separate clubhouse building and parking for 303 cars. The location is within the City of Albany on both sides of a dead end street, Loughlin Street, and includes multiple tax parcels with 11 single family homes that will be demolished. The municipal boundary line with the Town of Guilderland is located approximately 300' south of the project site.

The surrounding zoning is single family residential R-1A in the City of Albany and single family residential R-10 in the Town of Guilderland. The surrounding land use is the SUNY POLY campus (parking lot) and a cemetery to the north, to the west is campus student housing and a stormwater management area and to the south two single family homes and vacant SUNY POLY owned lands. To the east across Fuller Road is a cemetery and University of Albany campus. On the Town of Guilderland side of the municipal line to the south the land use is single family residential and transitions to commercial and office uses at the Stuyvesant Plaza area.

Access to the proposed apartment complex would be from the existing Loughlin Street/Sandidge Way to Fuller Road/CR 156. The applicant has done a traffic analysis and claims that no further study is required for traffic impact based on total peak hour trips of 89 in the a.m. and 113 in the p.m. and adequate sight distance at the intersection of Fuller Rd and Sandidge Way.

Staff opinion is to modify local law to include:

1.Zoning designation is within the jurisdiction of the local municipality; however the City should consider the impacts of the proposed density on surrounding land uses and roads as well as the impact of future build out of the area. The location of these properties adjacent to two expanding university campuses, along a county road and adjacent to another municipality with a lower residential zoning density necessitates a balance test be applied when considering a rezoning to a significantly higher density.

The city's R-4 multifamily zoning category is one of the most dense of the residential zoning districts. If the city decides a rezoning is reasonable for these properties it should first consider the other residential zoning categories available within the city code so that the impact of density to traffic and surrounding land uses is not as significant.

The county has concerns for the impact to CR 156/Fuller Road from this proposed development. Fuller Road/CR 156 is an important corridor connection for traffic between SR 20 and Washington Ave. The county road has limited potential to be expanded in order to accommodate increased traffic from each new development project that is added to this area. Due to the presence of cemeteries on both sides of the northbound approach to the Tricentennial roundabout, options to increase the capacity of this approach are severely limited.

Future build out in the area may include vacant lands on the south side of the proposed development within the SUNY POLY campus. Those lands have limited access to surrounding roadways and future development there will also impact traffic on Fuller Road. With the limited capacity available on Fuller

Road the city needs to recognize that the full build out along the road corridor will almost certainly have negative impacts to traffic and quality of life for residents. These facts should be weighed against any request for rezoning to a significantly higher density in the corridor.

A significant change in zoning density should also weigh the impacts of drainage in an area that has been impacted by stormwater in the past. While each development is required under current guidelines to provide for stormwater management on the site, the stormwater design standards only address surface water. In this area, groundwater is a key concern. The overall build out of the area will eventually impact the capacity of the groundwater table, because the drainage that is added to both surface water and groundwater from impervious surfaces impacts the physical conditions of the surrounding land.

Currently, the drainage system on CR 156 is impacted by the inflow of groundwater. As added development increases the impact on the capacity of groundwater table then the added water infiltrating the Fuller Rd system will eventually compromise its future ability to handle surface water. It should be noted that the county has a policy of no net increase in volume of flow allowed to the drainage system along any of its roads, up to and including the 25-year 24 hour storm event. As future development occurs in the corridor each project will have to meet this policy.

Future build out may be limited in size due to infrastructure limitations of both stormwater and traffic capacity.

2. The adjacent municipality, Town of Guilderland, should be notified and any comments made by the town should be considered.

Dominic Rigosu explained that the applicant would be able to give a short presentation, followed by board comments and questions and then members of the public will be able to make brief comments, but try not to repeat what other people have already said and make sure they have signed the sign in sheet. He asked the applicant to start.

Spencer Jones for Dawn Holmes Management and Tri City Rentals briefly described the project.

Board members asked questions.

Roland Graves asked if this project focus is market rate or student housing.

Spencer said this project is not intended for student housing.

Dominic asked about the parallel parking on Sandidge Way, a city street, it was shown on plans submitted, but not shown on your picture there. Is there enough room for that and two way traffic, if the street will not be changed?

Spencer Jones replied there will be parallel parking on the city street, there is no change proposed to the configuration or width of the street.

Dan Hershberg stated the road is 24 feet, it's wide enough for parking on street.

Yomika Bennett asked about the parking spaces, the map submitted shows 390 spaces, but the map you are presenting shows 303 spaces.

Dan Hershberg stated the map with 390 spaces is from the older plan, the project will have 303 spaces.

Sean Maguire asked about the traffic analysis, seems it was a limited scope, wonders why the area in Town of Guilderland has not been considered, since the impact will be there, why was no trip generation done?

Wendy Holsberger of Creighton Manning stated trip generation numbers in their analysis did not meet the requirements for a larger traffic analysis. However, the applicant recognized that there would be questions about traffic so one was performed. The threshold is 100 trips, the project only generated 45 trips south and it needs 100 to do the wider study.

Sean Maguire questioned why the impacts in Guilderland were not measured if the project recognized the anticipated traffic concerns. He said he still has a problem with the fact that impacts to Guilderland side of Fuller Rd were not looked at and that is one of our charges as a county planning board is to look at the intermunicipal impacts.

Sean asked if the city comprehensive plan has been taken into consideration.

Dan Hershberg said the long term plan recognizes the universities build out in this area.

Sean said the comprehensive plan calls for increases in number of homeowners this doesn't do that, also the city plan supports institutions and this project doesn't do that.

Dan Hershberg said the comprehensive plan is a generic plan for the city, it doesn't speak to our site in particular.

Dominic Rigosu is concerned there is no pick up lane on Fuller Road, cars will be sitting at a stop waiting to merge.

Spencer Jones stated they are proposing a pick up lane. Also wanted to say that they will be working with the IDA to work out a formula for the project and that Columbia has sold the property to Masery/Tri City Rentals.

Roland Graves asked about the cemeteries, says there is going to be a lot of earth moving for this project, lots of grading, how will you work with the fact that cemeteries are right there.

Spencer stated they are working with the cemetery staff to ensure that no damage is done.

Dan Hershberg said he wanted to address comments on stormwater and the high water table in the area, he says this project will not contribute to the current stormwater system, they will be recharging the ground water and realizes there is maintenance required, the roof water will go into recharge basins.

Dominic Rigosu opened the floor to guests and asked that each speaker keep it to 3 minutes and if the issue has already been discussed, please speak to a different issue:

Todd Horwitt he explained there are 3 streets in the 1.2 mile neighborhood, Sandidge Way is only .10 miles he anticipates a lot more traffic, he walks a lot and see the traffic, he is concerned about the on-

street parking, how is there room? He also asked about the stormwater phrase “recharge”, what does that mean?

Aida Horwitt Nano Tech has greatly affected the traffic in that neighborhood, very concerned about 300 more cars driving thru daily, between 2-6pm the traffic is too much, concerned about pedestrian safety as well. Right now, it’s dangerous to cross Fuller Rd, cars don’t stop at the pedestrian light, and there needs to be a pedestrian sign in the crosswalk. The project is too dense.

Mike Lawler, commends the board for recognizing the potential hazards of the project. Said there will be 10x more traffic, currently we have 30 cars coming thru from Loughlin maybe that will jump to 300, its unrealistic, very concerned about the left hand turns from Fuller Road into the neighborhood streets, there are lots of near misses with cars and pedestrians, and the roundabout has lots of accidents. The break down lane was not part of the redesign, claimed there was not enough space, so how is there space for one now?

What about the stormwater, the Nano Tech project has already caused me to spend thousands of dollars on repairs to my basement because of water, so have others and what about Western Ave impact downstream? He fears the county will have additional expenses in the future because of flooding and traffic impacts and with the tax cap, there will not be any extra money to pay for these expenses.

Helen Bitmore Fuller Road once rural and walkable, we were able to get sidewalks in 2013 and get the speed reduced, but there is still the issue of crossing Fuller Road, dangerous, cars use the turn lane to speed past cars waiting because of the traffic light so they can turn into SUNY or down Ellwood, also wants to know how they can put in a turn lane in front of the project, there simply is not enough space on Fuller Road up to the roundabout, this road is a D rated road when SUNY is not in session.

Don Reeb feels this project is incompatible with surrounding land uses. Mcknowville doesn’t have this density right now. Apartments in the area are in much smaller buildings. Guilderland is trying to make this a walkable neighborhood and feels this project will not work into the plan. What about kids in the project trying to get around on bike or foot? With all of the extra traffic, very dangerous situation crossing Fuller rd. The sight lines are very bad coming out of Loughlin because the road is a bit of a hill up to the roundabout. If a school bus has to stop at the end of Loughlin to pick up kids in the apartments it will add to the traffic jams. He is also concerned about the flooding issues that have already been spoken about.

Don Csapos addressed the board, Great staff comments, in agreement about stormwater issues. Also concerned about traffic, suggested right in and right out only and working with SUNY Poly to get easement to connect road in to campus to use roundabout to get out. Talked about Fuller Road being the largest ACDPW project ever, millions of dollars were spent with the state to improve the road, put in the roundabouts, change the connections to Washington Ave. Now this major project comes in and gives a little traffic study that lacks information, no alternatives are given, and will impact all that work on Fuller road that’s already been completed, not a good thing.

Paul Miller agrees with what’s been said so far and felt emergency vehicles would have difficulty navigating the site and surrounding streets off Fuller Road if traffic is backed up in the area. Discussed drainage issues that will be caused by cutting down trees, if porous pavement is not properly maintained, that will be a problem as well. Questions the real revenue to the county from taxes if the project is going to get IDA funding that reduces the amount of money coming in to the county.

Al Neer he is very opposed to 5 apartment buildings next to his home, feels it will ruin the rural character of the neighborhood, he values the trees and open space around his neighborhood, and if the project is approved what is to stop them from building taller buildings. He too is concerned about the traffic.

John Barnum addressed the board, he has lived in the neighborhood for 41 years, says it is a sad situation, since they came in and bought up the homes, it's not fair we suffer from the rezoning by the city. Talked about the SUNY stormwater retention pond behind his property that over flows often. The fact that the woods back there are wetlands, the water sits back there, the stream that flows from there out to the road overflows in my yard in storms. Discussed Fuller Road design, sidewalks, bike lane, and cemetery. Also fears that project will become student housing if they can't market it to others. Also made mention of the public water supply, it comes from SUNY and since SUNY Freedom Quad was built the water pressure in his house has been affected. And he mentioned porous pavement is only as good if it is maintained.

Judy Kavney she too has made a large investment in her home due to basement drainage issues since the Nano tech was built. Concerned about pedestrian safety on Fuller Road. This project is simply for commercial interest and trumps our quality of life.

Carol Waterman addressed the board, she is a 48 year resident stated her neighbors have all addressed many of her concerns. Stated that historic homes will be demolished to make huge profits, feels this project is very bad for foot traffic. The land use construction will create noise, pollution, demolition dust will release crystalline silica into the air, which can cause silicosis, and that is not curable, can cause years of suffering or possible death. She had hoped for a compromise of smaller homes, hopes the city rejects the zoning change and they just rehab current homes in the area.

Fred Wagner addressed the board, he agrees with his neighbors on all the issues, if the city rezones the area he hopes that the builder offers to buy out current residents.

Paul Goldman attorney for the Massery Family is in favor of the project, the family are the owners and operators of their developments, which are finely developed and maintained. Student housing is not the intention of this project, that is not the business they are in. If they chose to go the IDA route they will still make tax payments to the city, county and school district at a base of what the single family home payments were so no loss of revenue.

Aida Horwitt addressed the board again, and stated this project will also effect SUNY traffic

Dominic Rigosu invited applicant representatives to address comments. Wendy Holsberger from Creighton Manning discussed site distance evaluation they did showed sight distance was not a problem, said that all of the guidelines have been met and the traffic counts were made while SUNY was in session.

Dan Hershberg stated the project will not impact Western and Fuller flooding. The stormwater report took into account the Stuyvesant Plaza area.

Dominic Rigosu asked for any further board comments.

Sean Maguire stated that the placement is the problem, the project looks nice but is unsure that this is the right place for it, recognizes that it's a challenge to address redevelopment in the city, but a significant investment has been made by the county in a county road and that is the issue.

Yomika Bennett is also concerned with traffic, that is the issue, Fuller Road will definitely be impacted by this project, even if developers are diligent with studies there appears there will still be traffic issues and the current neighborhood quality of life will be affected. The county will bear the cost to reduce whatever problems of traffic that will be generated by the project, somewhere in the process of governmental body review of projects there has to be more than just consideration and passing it on when there will be a problem in the end. Thinks we should take time to pause now and not just solve the problems later.

Roland Graves stated he feels the project should be scaled down and that Massery has nice properties, but traffic in the area is a problem. The county has a new road here and this will add too much traffic to it.

Sean Maguire made a motion to disapprove without prejudice and include the staff narrative as an advisory note. The motion was seconded by Yomika Bennett and unanimously approved by the board.

GML CASES RECOMMENDED FOR DEFER TO LOCAL CONSIDERATION

Sean Maguire made a motion to consider the **8** cases recommended for defer to local consideration and approve as is. The motion was seconded by Yomika Bennett and unanimously approved by the board.

Case # 7-160702581

Upstate Veterinary Specialties

152 Sparrowbush Road, northwest corner of Sparrowbush & Old Sparrowbush Road, Latham
Site plan for construction of six additional parking spaces within an existing parking lot area for a commercial property. The business was previously approved with sixteen banked parking spaces to accommodate future need. Those spaces will also be constructed. A fenced area on the side of the building is proposed for a dog walk area. Access to the property is from a town road. This property was previously reviewed for site plan in 2014 (case #7-14/7/1995).

Case #7-160702582

Stewarts-Verizon wireless antenna

219 Sand Creek Road, northeast corner of Sand Creek Road & Osborne Road, Colonie
Site plan for installation of rooftop antenna (24") for wireless telecommunications and related ground level equipment area. Verizon wireless will lease a 6'x6' area on the roof for a "small cell" antenna that will be 20' from ground level. This project was previously reviewed for a special use permit in 2015 (case #7-15/12/2405).

Case #16-160702586

Village of Voorheesville-Temporary Moratorium All Commercial (Business) Districts

A local law temporarily suspending certain commercial development for a period of six months. The village is placing a moratorium on applications for subdivision approval, special use permit, site plan, variance and building permit relating to the construction or expansion of a gasoline station. The

moratorium does not apply to maintenance, repair or modification of existing commercial or industrial structure. The village states that a study is needed to identify potential location for new water wells for the public water supply and that it seeks to evaluate traffic and other impacts from two gas stations located next to each other given the potential proposal for a new gasoline station in the business district. The Village is considering amendments to the zoning law based on the studies.

Case #160702590

Interfaith Partnership for the Homeless
250 Sheridan Avenue, Albany

Use variance to allow an existing, vacant residential structure to be renovated for use as a 3 unit apartment building in the one and two family zoning district. The building was formerly used as a 3 unit dwelling and other three unit dwellings are in the neighborhood.

Case #1-160702591

Capital City Rescue Mission

127 Arch Street, northeast corner of Arch & Grand Street, Albany

Site plan for conversion and renovation of an existing apartment building for use as a 14 residential dwelling units with space for supportive services. No changes are shown to the access to the city streets. An existing parking lot on the property will remain.

Case #1-160702582

Abdumolla Alashwal

301 Ontario Street, corner of Ontario and Yates Streets, Albany

Special use permit to allow a grocery store use in an existing commercial building (800 s.f.) previously used as a barber shop. Parking is provided on street.

Case #4-160702594

The Swift Group, Inc.

78/778A Schoonmaker Road, west of Somerset Drive, Glenmont

Special use permit and site plan for construction of a single family residence with an attached accessory in-law apartment. The property is within a residential subdivision. Access to the property is from a town road. The file includes an agricultural data statement.

Case #4-160702600

Delmar Full Gospel Legacy Church

282 Elsmere Avenue/SR 335, east side of SR 335, north of SR 32, Delmar

Area variance from sign code regulations to allow a new sign for a church. Variances are requested from height; 6' is allowed, 6.8' is proposed; maximum square footage allowed per side is 10, proposed is 16.5 s.f.; and external illumination is required, but internal illumination is proposed.

GML CASES RECOMMENDED FOR MODIFICATION

Case #7-160702585

Goldstein Chrysler Jeep Dodge

1 Auto Park Drive, northwest corner of Loudon Road/Route 9 & Auto Park Drive, Latham

Site plan for construction of a two story auto dealership building (33,835 s.f. gross floor area) on the site of an existing auto dealership facility (former Big Al's Auto). The new building will include a showroom,

office space, parts storage and service bays. There are currently two buildings on the site, one will be demolished (10,998 s.f.). The existing parking areas and three curbs cuts to surrounding streets will be maintained. One curb cut is to SR 9 and two are to Auto Park Drive. NYS DOT has reviewed preliminary plans. There is currently parking for 288 cars, but applicant requests 606 spaces for vehicle storage. The existing parking areas will be repainted. Applicant states that less than 1 acre will be disturbed. The amount of green space on the property will be 35%. However, a new 24" storm sewer pipe is shown connecting an existing on site storm pipe to an off site system. The site is within the Boght Rd GEIS area and will require mitigation fees.

Staff opinion is to modify local approval to include:

1. Any work within the right of way of SR 9 will require permits from NYS DOT.
2. Review by the town stormwater management office given the new storm sewer connection shown and the amount of regrading at the site of the new building.

Sean Maguire made a motion to accept staff opinion. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #16-160702587

Village of Voorheesville-Local law for keeping of chickens

A local law for the keeping of chickens and regulations and responsibilities of homeowners. The purpose is to allow the raising of chickens within the village under certain conditions. A permit will be required, there are minimum standards established and a list of penalties for violations.

Staff opinion is to modify local approval to include:

1. Notification of the local law should be sent to all adjacent municipalities.

Yomika Bennet made a motion to accept staff opinion. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #1-760702588

Valente Mixed Use

175 Troy Schenectady Road/SR 2, east of Delatour Road, across from St. Patrick's cemetery, Latham Site plan for construction of a two story, mixed use building (18,855 s.f. gross floor area) for retail, office space and six apartment units on vacant land. Parking for 48 cars is provided. Access will be to SR 2; however the plan notes that once the town takes over the adjacent dead end roadway to the west (providing access to vacant land to the north) the project will provide access to that future street. NYS DOT has reviewed and approved the concept plan. There is a stormwater management area provided at the rear of the property. This site is within the Boght Road GEIS area and mitigation fees may apply.

Staff opinion is to modify local approval to include:

1. Approval by the NYSDOT for design of highway access, drainage and assessment of road capacity.
2. A Notice of Intent filed with the NYSDEC affirming that a Stormwater Pollution Prevention Plan has been prepared is being implemented or submission of a Stormwater Pollution Prevention

Plan that is consistent with the requirements included in the NYSDEC SPDES General Permit or Stormwater Discharges (GPO-15-002, January 29, 2015) for construction activities that disturb more than one acre of land.

Sean Maguire made a motion to accept staff opinion. The motion was seconded by Yomika Bennett and unanimously approved by the board.

Case #1-160702589

Muhammad Hussan

189 Lark Street, Albany

Special use permit to allow a take-out restaurant in an existing building in the commercial zone.

Parking is provided on street.

Staff opinion is to modify local approval to include:

1. Review by the Albany County Department of Health for food service and other required permits.

Sean Maguire made a motion to accept staff opinion. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #4-160702595

Operating Engineers-crane training facility

27 Hannay Lane, northeast side of Hannay Lane, west side of NYS Thruway, Glenmont

Site plan for construction of a crane training facility on 17 acres within the industrial zone. The property is located adjacent to the NYS Thruway. There is an existing building and parking lot for 140 cars (previous Cyrus Shriners hall) that will be used for classroom training as part of the facility. The site plan shows four gravel pads for the crane locations with a connecting gravel roadway in between pad sites. The cranes located closer to the Thruway will be up to 140' in height, a fall down zone is shown to be within the property lines. One crane further west on the property is labeled no maximum height.

The site operation will be connected to the adjoining site to the west that is a heavy equipment training facility, under the same ownership, by a roadway that will cross a stream and steeply sloped area. There are steep slopes on the site to the north that run along the Normanskill Creek. This area is not shown for development; however, no information is given on slope stability on the property. Applicant states that the property was utilized as a landfill for construction and debris during the construction of the Albany south mall in the 1970's. The site plan shows proposed dry swales around the pad sites and applicant states that a SWPPP will be done. The proposed dry swales appear to direct drainage to the steeply sloped areas.

The property has federally designated wetlands, some of which will be disturbed. The NYS Thruway Authority office building and related helicopter pad site is located northeast on the other side of the Normanskill Creek. Access to the crane facility will be from a private road off of a town road.

Staff opinion is to modify local approval to include:

1. Review by the New York State Thruway Authority for assessment of impacts to Thruway lands.

2. It should be determined if any hazard lights will be required at the top of the cranes due to the close proximity of the helipad site on NYS Thruway lands and any air traffic in the surrounding area.
3. Any wetlands disturbance will require notification to and review by the U.S. Army Corps of Engineers for permits under Section 404 of the Clean Water Act.
4. A Notice of Intent filed with the New York State Department of Environmental Conservation affirming that a Stormwater Pollution Prevention Plan has been prepared is being implemented or submission of a Stormwater Pollution Prevention Plan that is consistent with the requirements included in the New York State Department of Environmental Conservation SPDES General Permit for Stormwater Discharges (GP-0-15-002, January 29, 2015) for construction activities that disturb more than one acre of land.
5. It should be determined if any permit is needed from NYS DEC under Article 15 or ACOE for the proposed roadway crossing the stream.
6. Notification of the application should be given to the adjacent City of Albany.

Advisory Note: 1. The town may want to require a slope stability report for the application due to the location along the Normanskill Creek, the fact that the site was a past construction and debris landfill and that proposed dry swales appear to direct drainage to the steeply sloped areas.

2. Due to the location along the NYS Thruway, the town may want the applicant to address the possibility of any blowing dust from the site if there will be large areas of exposed dirt in addition to the pad sites.

Yomika Bennet made a motion to accept staff opinion. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #2-160702596

Herzog Towing

980 Altamont Blvd/SR 156, east side of SR 156, west of Severson Avenue, East, Altamont

Special use permit to allow a business for a repair of automobiles and towing service to occupy an existing building on the property in the industrial zone. The property does not have frontage on SR 156, but has access to SR 156 over another lot under the same ownership. Applicant states that the property was previously used as a public garage.

Staff opinion is to modify local approval to include:

1. Any necessary registration from NYS for operation of a garage and/or towing business.
2. The village should ensure the protection of groundwater resources by requiring the storage of vehicles on an impervious surface designed to catch spills from fuel oil and gasoline.

Sean Maguire made a motion to accept staff opinion. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #16-160702598

Village of Voorheesville-Local Law for Planned Unit Development District

A local law to amend the village zoning ordinance to include a provision for Planned Unit Development District. The district provision is intended to provide for a mix of new residential, commercial and/or manufacturing uses on a site no less than 7.5 acres. Other development standards are included in the language as well as required information for the review process before the village board.

Staff opinion is to modify local approval to include:

1. A notification of the amendment should be sent to the adjacent Towns of Guilderland and New Scotland.

Yomika Bennett made a motion to accept staff opinion. The motion was seconded by Roland Graves and unanimously approved by the board.

Case #16-160702599

Village of Voorheesville Local Law-amendment to zoning ordinance permitted uses and definitions permitted uses and definitions.

A local law to amend the village zoning ordinance to allow auto sales as a permitted use in the industrial zone, make a special use permit in the business district and to clarify the definition of industrial park and public garage in the definitions section. (Permitted Uses is Under Article IV and definition clarifications in Article II).

Staff opinion is to modify local approval to include:

1. Notification of the amendment should be given to the adjacent towns of Guilderland and New Scotland.

Yomika Bennett made a motion to accept staff opinion. The motion was seconded by Sean Maguire and unanimously approved by the board.

Meeting adjourned at 5:02 p.m.

Albany County Planning Board meets again on Thursday, August 18, 2016, 3:30 p.m. at the Albany County Department of Public Works 449 New Salem Road, Voorheesville, NY 12186.