

CONCEPT SUBMISSION  
NARRATIVE DESCRIPTION

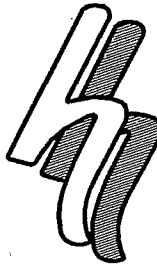
**Proposed Automobile Dealership for  
CAR AAM NY ALB TOY AUD L.L.C.  
Northway Toyota  
737 Loudon Road**

Town of Colonie

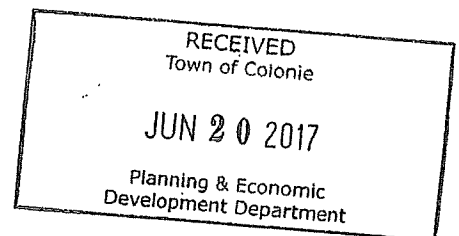
County of Albany

State of New York

Prepared by:



**Hershberg & Hershberg**  
18 Locust Street  
Albany, NY 12203-2908  
Phone 518-459-3096  
Fax 518-459-5683  
Email [hhershberg@aol.com](mailto:hhershberg@aol.com)



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**INTRODUCTION:**

Hershberg & Hershberg, Consulting Engineers and Land Surveyors, were retained by CAR AAM NY ALB TOY AUD L.L.C. applicant for a proposed facility at No. 737 Loudon Road, as consultants on site planning and design. The applicant for approval of this project is CAR AAM NY ALB TOY AUD L.L.C. c/o Greg Finin, 737 New Loudon Road, Latham, NY 12110, Phone: (518) 783-5003, Fax: (518) 782-7872.

**DESCRIPTION OF EXISTING SITE:**

**PARCEL AREA**

The existing site (737 New Loudon Road) is 1.80 acres (78,610 S.F.) which is currently used as the temporary sales office of an Automobile Facility, Audi Albany. The adjacent parcel (727 New Loudon Road) shall be merged. The site consists of two parcels as follows:

<u>Tax Map Parcel No.</u>	<u>Address</u>	<u>Parcel Area</u>
31.06-2-22	727 New Loudon Road	9.05 Acres
31.06-2-24	737 New Loudon Road	1.8 Acres

The merged parcel is proposed to be known as 727 Loudon Road, Tax Map Parcel 31.06-2-22.

**PARCEL ZONING**

The site lies entirely within the Commercial Office Residential (COR) Zone. There is a 50 foot strip of land on the adjacent land (approximately 8,763 s.f.) which has frontage along Old Loudon Road that lies within the Single Family Residential (SFR) Zone.

## **WATERCOURSES**

There are no protected watercourse areas that exist on the site.

## **EXISTING WETLANDS**

There are Federal Wetlands (Waters of the United States of America) that exist on the site. No NYS Freshwater Wetlands exist on the site nor does any portion of the site fall within a buffer area for NYS Freshwater Wetlands. The applicant has obtained a ACOE permit to disturb 0.49 acres where the proposed building will be constructed. Offsite wetland mitigation is proposed as part of the ACOE permit.

## **FLOOD PLAIN**

The site to be developed lies entirely within Zone X (Area of Minimal Flooding). Flood Insurance Rate Map 360001 C0182D was not printed due to the absence of any Flood Hazard Zones.

## **EXISTING USAGE**

A one story building, parking, access driveways and vacant area, currently occupy the site and it is being use as operations for Audi Albany on 737 New Loudon Road. The site is currently landscaped.

## **EXISTING SOILS**

Much of the site has been graded and paved so that the original soil profiles were, in all likelihood, disturbed. The Web soil Survey indicates the following soils within the limits of the project:

**Ug - udorthents**, loamy dark brown silt loam about 5 inches thick to a depth of 60 inches or more, of brown and yellowish brown silt loam and loam that

contains as much as 40 percent rock fragments seasonal high water table at a depth of 36"-72". depth of bedrock is more than 6 feet..

**Ur-Urban land.** This map unit consists of nearly level to strongly sloping areas where asphalt, concrete, buildings, or other impervious materials cover more than 85 percent of the surface. Slopes range from 0 to 15 percent.

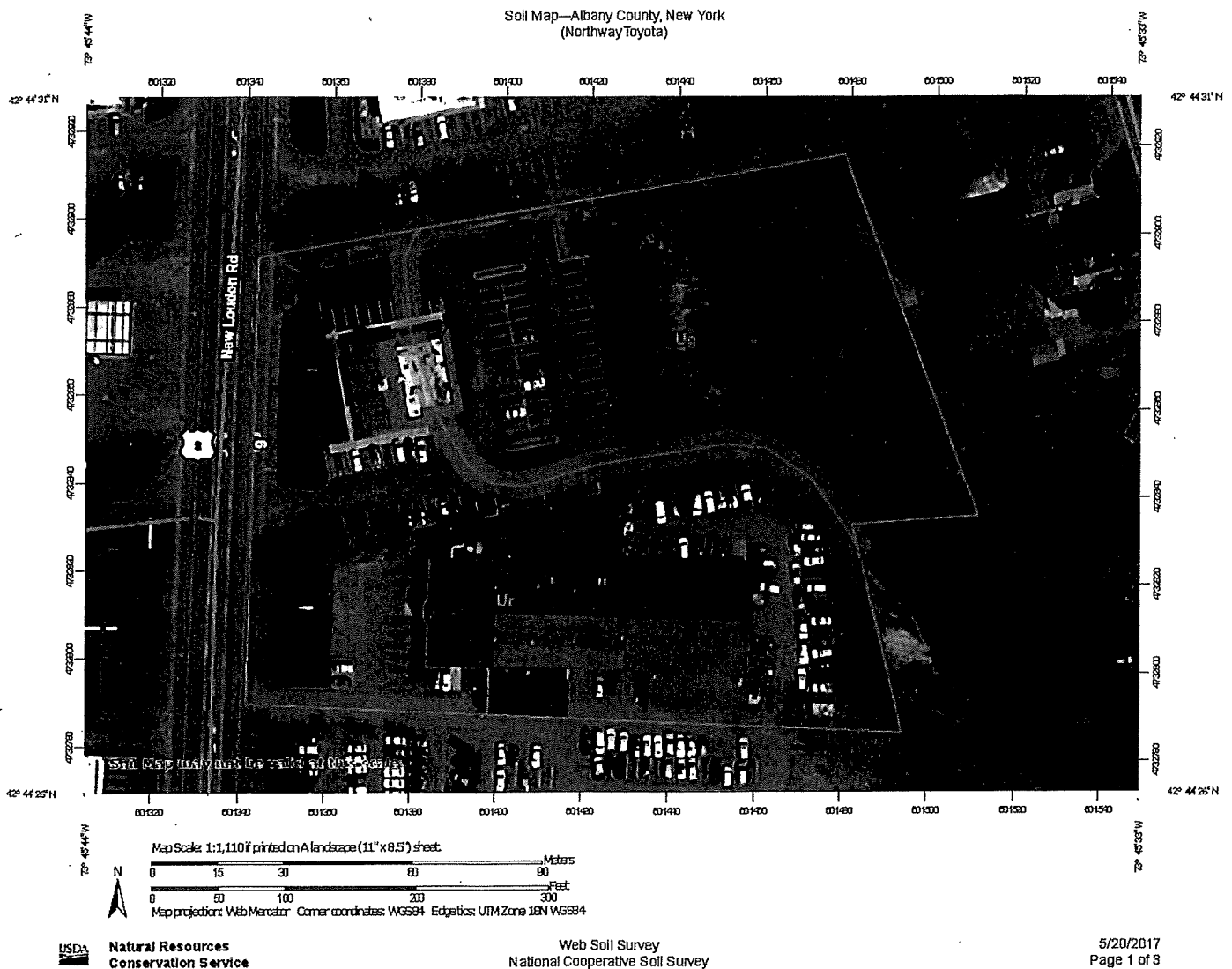


Fig. No. 1 – Web Soil Survey Map

Soil Map—Albany County, New York  
(NorthwayToyota)

MAP LEGEND		MAP INFORMATION	
	Area of Interest (AOI)		Spot Area
	Soil Map Unit Polygons		Stony Spot
	Soil Map Unit Lines		Very Stony Spot
	Soil Map Unit Points		Wet Spot
	Blowout		Other
	Borrow Pit		Special Line Features
	Clay Spot		Streams and Canals
	Closed Depression		Rails
	Gravel Pit		Interstate Highways
	Gravelly Spot		US Routes
	Landfill		Major Roads
	Lava Flow		Local Roads
	Marsh or swamp		Aerial Photography
	Mine or Quarry		
	Miscellaneous Water		
	Perennial Water		
	Rock Outcrop		
	Saline Spot		
	Sandy Spot		
	Severely Eroded Spot		
	Sinkhole		
	Slide or Slip		
	Sodic Spot		

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Albany County, New York  
Survey Area Date: Version 14, Sep 23, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Data not available.

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Fig. No. 3 – Web Soil Survey Map Information

### Map Unit Legend

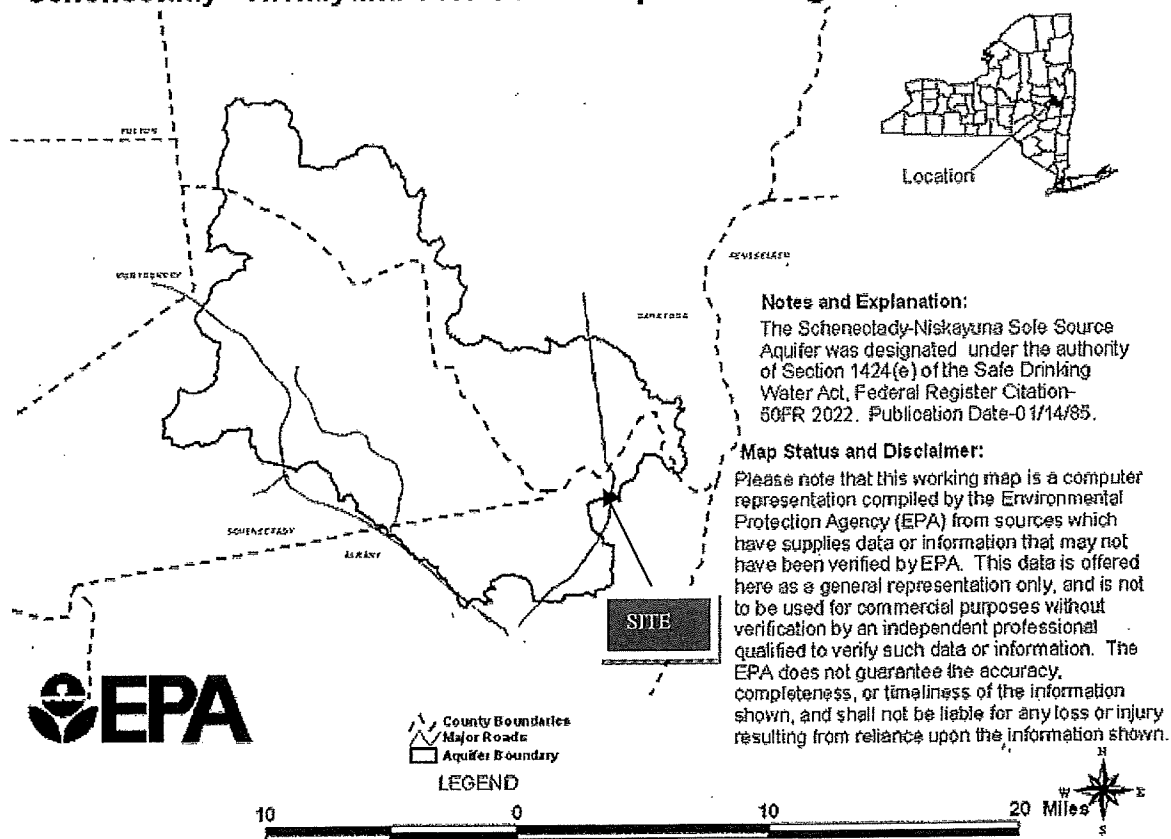
Albany County, New York (NY001)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Ug	Udorthents, loamy	1.8	42.2%
Ur	Urban land	2.5	57.8%
Totals for Area of Interest		4.4	100.0%

Fig. No. 4 – Web Soil Survey Map Unit Legend

In order to design the new building and site improvements a site specific geotechnical review was required. Test borings have been conducted by Dente Engineering and the observed information. Infiltration tests were conducted on areas where either porous pavement or an infiltration basin would be employed. This information is contained in Geotechnical Report in Appendix 3.

The Schenectady-Niskayuna Sole Source Aquifer impacts many areas within the Town of Colonie. The area of this project is inside the sole source aquifer as shown on the map below:

**Schenectady - Niskayuna Sole Source Aquifer - Designated Area**



Schenectady Niskayuna Sole Source Aquifer

**EXISTING DRAINAGE**

Existing drainage runs to the east to a drainage course along the rear of the property and to the west to the existing storm sewer system within New Loudon

Road. There does not appear to be any existing stormwater management facilities in place serving the subject site. There is a 24" pipe which accepts drainage from the site and runs westerly under New Loudon Road.

### **EXISTING WATER SYSTEM**

A distribution main is within the right of way of New Loudon Road, which provides service to developed site. The existing building is served by water service connection which is proposed to be disconnected.

### **EXISTING SEWER SYSTEM**

The Town of Colonie Department of Public Works, Pure Waters Division maintains a sanitary sewer collection system within the right of way of New Loudon Road, which provides service to developed site. The existing building is served by a sewer lateral which is proposed to be reused.

### **EXISTING DEMOGRAPHICS**

The site lies within the North Colonie Central School District, which is served by Bought Hills Elementary School, Shaker Junior High School & Shaker High School.

### **DESCRIPTION OF INTENDED SITE DEVELOPMENT AND USE**

The Applicant proposes to demolish the existing building on site and the adjacent building on the property to be merged. A new two story building will be constructed while the operation of the existing Northway Toyota building remains in place on the adjacent parcel. A merger deed shall be filed to combine the existing two parcels along with the acquisition of approximately 4,268 s.f. of the neighboring lands of 110 Old Loudon Road. The merged parcel shall ultimately have two buildings along with associated utility connections, driveways, grading, site lighting, landscaping and stormwater management in the form of recently

constructed porous pavement in the rear of the site and subsurface storage along with Hydrodynamic separators.

**BUILDING STATISTICS**

The construction of the building will be built in a one phase. There will be a general sequence to the construction which is as follows:

1. Demolish existing 737 New Loudon Road (currently the temporary sales facility of Audi Albany)
2. Construct the new Facility of Northway Toyota.
3. Demolish the existing Northway Toyota building at 727 New Loudon Road.

The proposed gross floor area of the new building is 45,739 SF which includes parts storage, service bays, office space and a mezzanine. The roof peak will be approximately 28'-3" feet above ground level.

**BUSINESS STATISTICS**

Hours of operation will be as follows:

Monday to Saturday – 9:00 AM – 8:00 PM

Sundays – 11:00 AM 4:00 PM

The maximum employees per shift to occupy this building upon completion is estimated to be 50.

**SITE STATISTICS**

The proposed and existing site statistics are shown on the site plan. They are as follows for the existing site (after parcel merger):

Description	Area (SF)	Area (acres)	%
Building	55,210	1.27	11.69
Green Space	201,277	4.62	42.60



Pavement	215,957	4.96	45.71
Total	472,444	10.85	100.0

The statistics for the site if developed as shown on the site plan is as follows (after parcel merger);

Description	Area (SF)	Area (acres)	%
Building	70,715	1.62	14.83
Green Space	166,835**	3.83	35.00**
Pavement	239,162	5.49	50.17
Total	476,712	10.94	100.0

\*\* 13,031 S.F. (2.73% OF THE TOTAL GREEN AREA) LIES WITHIN THE SFR ZONE. TOTAL GREEN AREA PROPOSED IN THE COR ZONE IS 32.27%

### **INCENTIVE ZONING**

Since the minimum required green space of 35% will not be provided within the COR Zone, incentive zoning will be necessary.

### **PARKING**

The *Zoning Ordinance* requires 1 parking space per 225 SF of office floor area, 1 parking space per 500 SF of warehouse floor area and 2 parking spaces per service bay. Based upon 18,778 SF of office space, 5,867 SF of warehouse space and 34 service bays 113 parking spaces are required. The Applicant believes that a total of 286 parking spaces would meet the potential demand for parking and vehicle storage/display/inventory. Two parking spaces will be identified for Electric Vehicle (EV) Charging stations.

## WAIVER REQUEST

The applicant has requested waivers to permit the building to be set further back from Route 9 and to eliminate the minimum of 20 sq. ft. of landscaped island included in the interior of the parking area where vehicle storage is proposed. See Appendix 2 for the request for waiver letter in accordance with Article 9 of the COR design standards. These waiver requests were reviewed by the Applicant in front of the Planning Board on February 28, 2017.

With regard to a waiver request as per §180-40 – Commercial Office Residential (COR), we request that the Planning Board “waive these standards to the extent it deems necessary in order to secure a reasonable development of the site. In such case, the applicant must establish that there are no practical alternatives to the proposed waiver that would conform to the standard”. We list below the two waivers which apply to this site and provide the justification for the issuance of this waiver. We have differentiated between those standards which are identified as mandatory (i.e., must or shall) and requiring waivers and those that are recommended and identified as “should”.

### *A. Site organization.*

#### *(1) Building placement.*

*(b) A minimum frontage build-out of 80% is **recommended** to create a near continuous facade along the sidewalk. This frontage may consist of a combination of the building and a small landscape fencing made of wrought iron, common brick or some other natural material. The intent is to create continuous frontage to more clearly define a pedestrian environment and an improved aesthetic setting.*

The plan proposes to create the “continuous façade” along New Loudon Road through the employment of landscape materials and keeping the existing

mature stand of street trees. Therefore, we believe that this recommendation require any waiver.

*(c) Maximum setback.*

*[2] On a major road, the maximum setback **shall** be 25 feet.*

The Applicant believes that locating this building 25 feet from the street line of New Loudon Road presents difficulties allowing no practical alternatives to the proposed waiver. The following factors create this condition:

- Placing the building 25 feet back from New Loudon Road rather than at the proposed building location would reduce the main drive lane around the building and reduce the parking.

Therefore, the Applicant believes that granting the waiver for maximum setback is warranted.

*(3) Off-street parking.*

*(d) For parking areas greater than 20 stalls, a minimum of 20 square feet of lands landscape island shall be included in the interior of the parking area for each stall. An island shall be considered to be in the interior of the parking area if at least 75% of its perimeter abuts the parking pavement.*

Maximizing the availability of vehicle parking spaces for this facilities use is a factor in the success of this project. Since the majority of the parking is in the rear of the site and the intent of these spots are for vehicle storage and not to be visible by the general public (as would be the case for a parking lot for other uses), the visual impact of deleting the landscape island would be, in the opinion of the applicant, minimal.

Therefore, the Applicant believes that granting the waiver for no landscape islands for vehicle storage parking is warranted.

**IMPACTS OF PROPOSED DEVELOPMENT**

**TRAFFIC**

Existing access to the site is by three curb cuts located along New Loudon Road. These curb cuts are all full access. New Loudon Road in this location is posted as a speed limit of 45 MPH. The Applicant proposes to close one the existing curb cuts and install a full access driveway.

The following table defines estimated traffic movements for the proposed and existing use and quantifies each movement based upon Land Use Codes (source: Trip Generation 9th Edition as published by the Institute of Transportation Engineers). LUC 841 is for New Car Sales. Since the existing and proposed facilities buildings occupy approximately 25,572 s.f., the estimated traffic movements are estimated to be equal.

Land Use Code	Quantity	Average Total	Entering	Exiting
Trip Ends				
841	25,572 SF	56	31	25

Existing AM Peak Hour of Adjacent Street Traffic

Land Use Code	Quantity	Average Total	Entering	Exiting
Trip Ends				
841	25,572 SF	71	33	38

Existing PM Peak Hour of Adjacent Street Traffic

Land Use Code	Quantity	Average Total	Entering	Exiting
Trip Ends				
841	45,739 SF	103	57	46

Proposed AM Peak Hour of Adjacent Street Traffic

Land Use Code	Quantity	Average Total	Entering	Exiting
Trip Ends				
841	45,739 SF	128	60	68

Proposed PM Peak Hour of Adjacent Street Traffic

### **VISUAL**

The Applicant intends to set the building back from the road approximately 23' which will allow a green area in front of the site and between the front of the building, parking lot and the pavement on New Loudon Road. A view of the existing site is included in Appendix 1. Building elevations have been provided. The Applicant proposes to maintain existing trees where possible primarily along the border of the property and provide quality landscaping at the site. The proposed landscaping will be in accordance with the design standards of Commercial Office Residential (COR) Zone.

### **COMMUNICATIONS**

State of the art communication facilities will be provided to building. New utilities will be placed underground.

### **GAS & ELECTRIC**

Electric lines and gas mains exist in the area. New electric utilities will be placed underground or through overhead wires as determined after discussions with National Grid.

## **SEWER**

The Applicant proposes to reuse the existing sewer lateral, which is connected to the existing public sewer within the R.O.W. of New Loudon Road. A new grease and oil interceptor will be installed.

The total water use for project may be estimated based upon the commercial use and hydraulic loading. The estimated daily use using standards is approximately 2,190 GPD based upon 50 employees at 15 G/employee/D<sup>1</sup> as per New York State Design Standards for Intermediate Sized Wastewater Treatment Systems, March 5, 2014 and 120 car washes at 12 G/car wash based upon data supplied by the equipment manufacturer (Appendix 2).

Peak hourly flow can be estimated at 4.0 times the average daily flow per hour or 91.25 GPH or 0.003 CFS. The local sewer has adequate capacity to accommodate this increase.

## **WATER**

The proposed area is located entirely inside the Latham Water District. The average daily flow is based upon 50 new employees along with a new car wash bay (not for public use) which will increase the demand for water. The car wash is planned to use recycled grey water and therefore the increase in water demand as follows. The estimated daily use using standards is approximately 2,190 GPD based upon 50 employees at 15 G/employee/D<sup>2</sup> as per New York State Design Standards for Intermediate Sized Wastewater Treatment Systems, March 5, 2014 and 120 car washes at 12 G/car wash based upon data supplied by the equipment manufacturer (Appendix 2).

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<sup>1</sup> *Ibid.* Page B-16

<sup>2</sup> *Ibid.* Page B-16

## **FIRE PROTECTION**

The proposed building will be not be sprinklered. An existing hydrant is located across the street 90 feet from the southerly property line of the site on the west side of New Loudon Road. The hose pull length from this hydrant is less than 500 feet. A flow test at this hydrant is recommended to be considered by the sprinkler system designer in sizing pipes and determining the necessity for a fire pump.

## **SOLID WASTE**

The Town of Colonie recycles 14 materials so that any hauler disposing of wastes at the Town of Colonie Landfill will have to recycle those items. The estimated solid waste generated would result in approximately 1.1 tons of solid waste per month. This is based upon 1 pound of solid waste generated per day per employee per working day. A variation in weight and or volume of solid waste generated may occur based upon the treatment of recyclables if waste is disposed at other facilities.

## **DRAINAGE**

The existing drainage pattern and discharge point will be retained. Attention will be paid to sedimentation, erosion control and the quality of storm water. A Storm Water Pollution Protection Plan (SWPPP) will be required under SPDES Permit #GP0-015-002. This site will be considered a redevelopment site and will provide stormwater quantity controls using pipe storage and stormwater quality control using Hydrodynamic separators. The standards in *Erosion and Sediment Control Guidelines for New Development* promulgated by New York State Department of Environmental Conservation will be met. A full SWPPP will be required since the site disturbance will be greater than 1 acre but the Town Standards for Stormwater management plans and reports will be met.

## **NOISE**

During construction, noise will be generated by construction equipment. All contracts will require that all work be accomplished at times and hours conducive to good neighborhood relationships. Once completed, these buildings will result little additional noise being generated which should not raise existing noise levels along New Loudon Road substantially above ambient levels.

## **DUST**

During construction, dust will be limited utilizing dust suppression methods approved by the Town of Colonie. All contracts will require that all work be accomplished in a manner to significantly limit fugitive dust. Once completed this building or facilities will not result in the generation of any dust.

## **APPROVALS**

The proposed project will require review by local, county and state agencies. A list of required approvals and submittals identified to date follows:

### Town of Colonie Planning Board

SEQRA Review (if lead agency)

Site Plan Approval

(Various Departments must approve applications)

### Town of Colonie Building Department

Building Permit

### Albany Country Planning Board

239-m Submittal



**CONCLUSION:**

The proposed project will be designed to minimize the impact of items addressed herein. It is the engineer's conclusion that this project can be completed with minimum impact on the environment or on surrounding properties. This project will require a review pursuant to State Environmental Quality Review Act (SEQRA).



A handwritten signature in black ink, appearing to read "D. Hershberg", written over a horizontal line.

Prepared by:      HERSHBERG & HERSHBERG  
Daniel R. Hershberg, P.E. & L.S.

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