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## Project Narrative Proposed Development at 126 Morris Road Town of Colonie, Albany County

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Site Address: 126 Morris Road

Applicant: VEOLIA NORTH AMERICA

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Proposed use: Offices, Warehouse & Maintenance Shop

Zoning: Industrial (IND)

Site Area: 15.14± acres

### Description of Existing Site and Use

The project site contains approximately 15.14 acres and is located on the southerly side of Morris Road along an access roadway that is owned by the Town of Colonie. The project site has approximately 760 feet of frontage along the access roadway. The site is partially developed with an asphalt access drive, parking and maneuvering area and a one-story masonry building with loading docks and several concrete pads used for the parking of equipment and trailers. On the westerly boundary the site is adjacent to the parcel owned by the New York Central Lines, LLC which operates a railway system and rail tracks are located within the parcel. On the easterly side the site share the boundary with the Town of Colonie parcel; on the northerly boundary the site is adjacent to a parcel owned by TNT Realty LLC; and on the southerly side it is bound by a parcel owned by SPV Properties LLC. Morris Road is a Town of Colonie highway. The parcel is identified as tax map no. 16.04-2-4.

The site topography is gentle and generally slopes from west to the east; towards the Town of Colonie owned parcel. The elevation of the project site ranges from a high point of 325 feet at the westerly boundary to an elevation of 322 feet near the existing boundary. Drainage from the parcel appears to follow the topography by surface towards the easterly boundary and then into the closed drainage system that discharges into unnamed tributaries of the Lisha Kill which generally parallels Morris Road. Site vegetation for the majority of the site consists of overgrown brush and lawns with some

isolated individual trees along the easterly boundaries. Morris Road within its right-of-way contains municipal infrastructure consisting of sanitary sewer and water. The right-of-way also contains gas, telephone and CATV. These systems can provide these municipal services to the project site.

### **Description of Proposed Project**

The applicant proposes to develop the site with two one-story buildings; a one-story 15,000 Square Feet (SF) office & maintenance building and a one-story 25,000 SF building for the use of medical waste management.

Veolia is a full service environmental services organization focused on providing safe, compliant and sustainable management alternatives. The purpose of the project is threefold. First, Veolia will consolidate office locations so that all sales and service is located at Morris Road versus one location in Colonie, NY and one in Schenectady, NY. Secondly, the space will allow Veolia the opportunity to store supplies for our operations department versus storing them on the floor in our existing facility reducing transfer capacity. Finally, Veolia is currently managing medical waste transportation, handling and packaging. With the permitting of a medical waste autoclave, Veolia will be able to safely handle the controlled management of medical waste pursuing more sustainable options for our customers while reducing the risk of transporting the material over the road to other third party disposal technologies.

Associated parking areas and access drives and maneuvering areas would be also developed adjacent to the proposed buildings. There would be a total of 52 parking spaces with 2 of those spaces being allocated for handicap use. As shown on the site statistics the proposed site would have a green area of approximately 278,998 SF or 42.3% of the site. The buildings would be partitioned to have the office area located at the westerly side of the building. The remaining portions of the building would be used as a warehouse facility for the storage of vehicles, inventory and equipment. Vehicle entrances to the warehouse areas are planned and shown on the Concept Plan to be located at the rear or southerly side of the building.

Based on the zoning regulations, the site can be developed with the proposed use of office & warehouse facility. The parcel has frontage along Morris Road but this roadway is not serviced by the Capital District Transportation Authority public transportation system.

Proposed site coverage statistics for this new development are as follows:

<u>Site Coverage:</u>	<u>Existing Coverage:</u>	<u>Proposed Coverage:</u>	<u>Difference:</u>
Building Coverage	12,058 ± S.F. or 1.8%	52,058 ± S.F. or 7.9%	+40,000 ± S.F. or +6.1%
Pavement, Sidewalk	144,997 ± S.F. or 22.0%	328,657± S.F. or 49.8%	+183,660 ± S.F. or +27.8%
Green Space:	502,656 ± S.F. or 76.2%	278,998 ± S.F. or 42.3%	-223,658 ± S.F. or -33.9%

The infrastructure necessary to provide the site with Sanitary, Water, Electric, Gas and Telephone services exist and are all located along the Morris Road corridor. These systems have sufficient capacities to provide the demands from the proposed development. The conceptual intent of the stormwater management system will be in full compliance with the Town of Colonie Stormwater Regulations and the NYSDEC Stormwater Management Design Manual.

The proposed area of site development does not contain US ACOE or NYSDEC Jurisdictional wetlands. The site does not contain any steep slope areas. The proposed project site is located within the Industrial (IND) zone as shown on the Town of Colonie Zoning Map. The proposed office, maintenance & warehousing land use within this zone is allowed and is a compatible use with existing uses and facilities located along Morris Road, in the project vicinity. The use is consistent with land uses permitted in the Town of Colonie Zoning Code. The site is also located within the Conservation Overlay. As mentioned above the site will be mostly developed adjacent to an existing developed area. The site statistics show that approximately 42% of the site will remain green.

### **Conservation Analysis**

The project site is located in an Industrial Zone in accordance with the Town of Colonie Zoning Map. Additionally, the site is also located in a Conservation Development Overlay District. In accordance with Chapter 190: Zoning and Land Use, Article VII – Overlay Districts – Subsection 190-29 presents the general provisions for overlay districts. The Conservation Overlay Development District requires a Conservation Analysis as presented in Subsection D.

Based on the above, the project applicant has commissioned the preparation of a drawing entitled "Site Analysis Diagram"; this drawing is included in Appendix A, and it presents those existing site features that are applicable to the site and which include the following:

- Constrained Lands – there are no existing wetlands located on the site that have been determined to be jurisdictional wetlands regulated by the United States Army Corps of Engineers (USACOE) or the New York State Department of Environmental Conservation (NYSDEC);
- Other land features inclusive of areas that are developed and undeveloped are noted on the Sketch Plan. Wooded areas are noted and labeled on the drawing. Adjacent areas and uses are also noted on the drawing; and.
- The site topography is gentle and does not include any areas that are at a slope of 25 % or greater.

The above noted features were gathered as a result of ground surveys performed to obtain boundary and topographic information for the subject parcel. Based on the above analysis the site lacks those features that are deemed to be of Conservation value and the applicant is requesting that the site not be considered for deed restriction of the site green space which amount to approximately more than 42% of the site.

The proposed project is located within the Stanford Height Fire District service area and is located in the South Colonie School District.

### **Impact on Adjoining Property**

#### Noise

The proposed project will not have a noise impact on the adjoining properties. The area surrounding the proposed project is developed with a mix of uses ranging from residential to industrial use. The proposed project will not generate noises that would be louder than what is currently generated at nearby properties.

#### Visual

The applicant is proposing the construction of new buildings that will have a variety of materials in accordance with the Design Standards. The site and the developed area will incorporate landscaping to reduce the impact of the development of the site. The parking area will be screened with a combination of berms and landscaping, wherever possible.

The proposed buildings will be commercial in appearance and be consistent with the surrounding industrial properties and land use. Therefore, the proposed buildings will not be a major diversion from the current aesthetics of the neighboring properties. The proposed development will occur in an area that has been mostly developed and will minimize the amount of clearing required.

#### Drainage

The current drainage patterns from the site are to the low areas that exist on-site. These historical discharge locations will be maintained and the proposed development of the site will not alter the existing drainage patterns. A new stormwater management system will be designed so that the peak runoff rate from the developed site will not exceed the pre-developed peak runoff rate. The stormwater management system will be designed in accordance with the Town of Colonie requirements and the New York State Department of Environmental Conservation regulations under General Permit GP-0-15-002.

### **Impact on Services**

#### Traffic

Projected trip generations for the project were estimated based on data contained in the ITE Trip Generations 9th Edition.

Based upon the proposed land uses presented on the Sketch Plan, the following trip generation rates are estimated:

Warehouse	0.47 trips/1,000 SF = 2	PM Peak Hour Office	1.37 trips/1,000 SF = 2
<u>PM Peak Hour Total Trips Generated</u>		<u>4 PM Peak Hour</u>	

The total new roadway trips generated from the proposed project based on the ITE Trip Generation rates in the PM Peak Hour is 4 trips.

The applicant estimates that during the first year of operations the number of vehicles entering and exiting the site from the operations on a per day basis will be 5 trucks per day and increases to 15 trucks per day during the third year.

### Sanitary Sewer

The project site is located within the existing sewer district and an existing manhole located at the front of the site on Morris Road was installed with a lateral left for the future development of the site; the proposed development will make use of the existing sanitary sewer main and will install a manhole and extend the sanitary sewer along the Town Right-of-Way to provide municipal sanitary sewer service to the proposed and existing buildings. The applicant estimates that during the first three years of operation the sanitary sewer rates will range from 2,700 gallons per day for the first year of operation to 6,000 gallons per day during the third year of operation. The sanitary sewer rates beyond the third year should level off at the 6,000 gallons per day rate. The applicant also estimates that the number of employees will also vary from an initial 10 employees to 26 employees during the third year. The existing municipal sanitary sewer system has sufficient capacity to manage this flow.

### Water

The project site is located within the existing Latham Water District. As noted above in the sanitary sewer section, the applicant estimates that during the first three years of operation the facility will have a range of employees of 10 during the first year to a high of 26 employees during the third year at which time the operations should level off. The estimated water demand ranges from 2,700 gallons per day during the first year to 6,000 gallons per day during the third year. There is an 8-inch diameter water main located along the Town Right-of-Way that will be utilized to provide municipal water service to the proposed project. The existing water system has sufficient capacity to supply the water demands resulting from the proposed project.

### Solid Waste

The project will generate solid waste that will require disposal either to a landfill or a recycling center. A private contractor will be used to dispose of the solid waste to an approved landfill or recycling center.

The proposed facility development will involve the use, storage or disposal of hazardous chemicals and materials. The facility will be obtaining the necessary permits from the NYSDEC for the operations of the facility.

Lawn and grounds maintenance will be performed by contract firms using licensed and permitted pesticides and fertilizers. Winter solvents (rock salt and calcium chloride) will be brought to and applied to the site by contract firms on an as-needed basis.

### **Description of Project Construction Sequence and Phasing**

The proposed project, upon approval, will commence with the removal of the existing vegetation for the phase being developed. Erosion & Sediment Control systems will be installed prior to the removal of any vegetation and will be maintained throughout the construction period. Once the site is cleared, the contractor will proceed with site earthwork and utility installation that will service the proposed buildings. The grading of the site will continue and will be stabilized as soon as finish grade is achieved. The foundation work for the buildings will start and

the site work contractor will continue to install the proposed circulation routes and parking areas. This will be followed with the completion of any items that remain incomplete and then landscaping for the project will be installed.

**Impact on Town Communications System**

The project does not anticipate interference with the Town Communications System.

**Identification of Planning Board Waiver Requests**

There are is waiver that the applicant is requesting the Planning Board for consideration and approval. Following is a description of the waiver request and the justification for the request.

- The applicant is requesting a waiver to park vehicles in the front setback.

The applicant requests consideration to this waiver based on the location of the buildings requiring access to trucks that will be accessing the buildings for deliveries which require the proper room for maneuvering to enter and exit the buildings.