

1 PLANNING BOARD COUNTY OF ALBANY  
2 TOWN OF COLONIE

3 \*\*\*\*\*

4 THE PROPOSED PROJECT OF  
5 DUNKIN DONUTS/MINI-MART  
6 993 AND 995 TROY-SCHENECTADY ROAD  
7 SKETCH PLAN REVIEW  
8 \*\*\*\*\*

9 THE TAPED AND TRANSCRIBED MINUTES of the above  
10 entitled proceeding BY NANCY STRANG-VANDEBOGART  
11 commencing on September 28, 2010 at 7:39 p.m. at  
12 the Public Operations Center  
13 347 Old Niskayuna Road, Latham, New York 12110

14 BOARD MEMBERS:

- 15 CHARLES J. O'ROURKE, CHAIRMAN
- 16 THOMAS NARDACCI
- 17 MICHAEL SULLIVAN
- 18 TIMOTHY LANE
- 19 LOUIS MION
- 20 PETER GANNON
- 21 PAUL ROSANO
- 22 ELENA VAIDA, Esq., Attorney for the Planning Board

23 Also present:

- 24 Joe LaCivita, Director, Planning and Economic  
25 Development
- Edward Esposito, Monarch Design
- Donald Fletcher, Barton and Loguidice
- Fred Sharifipour, Land Owner
- Mark Sharifipour, Land Owner
- John Fahey
- Rocky Cocca

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1                   CHAIRMAN O'ROURKE: Next, we have Dunkin  
2 Donuts/Mini Mart, 993 and 995 Troy-Schenectady  
3 Road. It's an 828 square foot mini mart, and  
4 3,050 square foot fuel canopy. This is a  
5 sketch plan review, and presenting for the  
6 applicant is Monarch Design.

7                   Joe, do you have anything to add?

8                   MR. LACIVITA: No, you have it all right  
9 there, C.J. We also have Barton and Loguidice  
10 here tonight, too.

11                  CHAIRMAN O'ROURKE: And Don, you've been  
12 involved from DCC forward?

13                  MR. FLECTHER: Yes.

14                  MR. ESPOSITO: Good evening. My name is  
15 Ed Esposito with Monarch Designs. We have here  
16 the owners, Mark and Fred Sharifipour.

17                  This is the site that if you're not  
18 familiar with it, it's the existing Dunkin  
19 Donuts, as you drive west from Airport Road.

20                  The original site has an older area that  
21 was rented that is shown on this parcel here  
22 in orange (Indicating). The owners have both  
23 sites. This is a combined site with a  
24 cross-reciprocal shared parking, and shared  
25 dumpster. There was previously an easement

1 granted through this site. There exists a  
2 two-way entry/exit to that property now. We do  
3 have comments from DOT on an improved one-way  
4 entrance only with the signage. We did update  
5 that intersection. I feel that was right in  
6 tune with the site concept that the owners  
7 have been working on. The graphics that you  
8 received, if they weren't in the package, was  
9 an effort to provide what that one-way  
10 entrance in would be with the recommended DOT  
11 signage. So, with the exception of the do not  
12 enter sign, it would be appropriately named,  
13 one-way in. This is the site visual of the  
14 combined site (Indicating). It's a fuel use.

15 There is an architectural concession  
16 building with the patio consistent with the  
17 design standards. We looked at working with  
18 Planning Department very early on to show that  
19 we have those low brick walls with the iron  
20 fence. Instead of parking directly up front,  
21 we have restricted this and we have this  
22 shared site condition where if people were to  
23 come through here and are already at this  
24 property, then they can continue, fuel up, and  
25 leave.

**Legal Transcription**

1           We did review a full traffic study on the  
2 basis of that mitigation fee. We did provide a  
3 full geology assessment for the property for  
4 the sketch plan review. We did provide a full  
5 drainage analysis and we're working with the  
6 Town Designated Engineer to come to a final  
7 design for this plan.

8           We put the drainage and everything on the  
9 existing Dunkin Donuts site and it flows to  
10 the left. There is a green area and an  
11 existing pond there. Everything on this new  
12 site flows to the back. There is no run-off  
13 going out to DOT and we've got the new  
14 property line between these buildings.

15           Each site is a balanced site. We have our  
16 green area. We did submit for a zoning  
17 verification. We were asked for use and  
18 setbacks. There are two lots that are not  
19 subdivided, but there are all these elements.  
20 They are operating as two different addresses  
21 now so we're maintaining that the owner keep  
22 the 995 at the Dunkin Donuts and the 993 as  
23 the rest of this fuel center station pretty  
24 much as planned.

25           Part of the original review of 995 along

1 with this store -- when the new store went in  
2 and the Route 7 improvements were met, the  
3 Town of Colonie never had a sewer easement.  
4 So, in an effort to provide this, that was  
5 part of our early review. This orange  
6 highlighted area is the new dedicated area for  
7 the Town of Colonie sewer easement  
8 (Indicating). The highlighted yellow area is  
9 the area of improvement. It's intended to  
10 dovetail into this existing arrangement for  
11 the Dunkin Donuts patrons and the drive-thru  
12 arrangement. So, that in of itself would be  
13 kept in its entirety. It's working right now.  
14 As you can see in the graphics that you got,  
15 it allows for the one-way in, the fueling, and  
16 the exiting out this driveway (Indicating).

17 So, we have comments from DOT and various  
18 other authorities. We are just looking to move  
19 through the process. This is our first meeting  
20 with you. We're here to answer any questions.

21 In an effort, I may add that we did  
22 respond to the first round of comments. I  
23 can't recall if it was DEC or someone else  
24 that had recommended diagonal line striping  
25 here. We're just offering to do that. We have

1 changed the site plan if that helps the  
2 circulation. Our philosophy is that if this is  
3 working where people are backing in and this  
4 is the exit out, we can change this. The site  
5 plan would look something like this  
6 (Indicating). The change is to a 15 degree  
7 diagonal parking.

8 Another comment was this hand full of  
9 trees and plantings - we've got water  
10 filtering plants. We have Redwood, Dogwoods,  
11 and I specked Weeping Willows. Someone had  
12 made a comment that they didn't like the  
13 Weeping Willows. My next best selection is a  
14 highbred willow because the willows have a  
15 tendency to try to filter water and it's out  
16 of the traffic. If there is any preference as  
17 to what type of tree that would be, that would  
18 be fine.

19 Another comment that we read into was in  
20 touching on the parking - we did review the  
21 planning. We've got the correct amount of  
22 parking for both sites and both uses.

23 There was a comment regarding parking  
24 statistics. Both cars parking under the fuel  
25 canopy is outside of the design formula for

1 the parking island. It seems to be over parked  
2 currently, but when this goes in, we believe  
3 that it will be correctly parked and the  
4 owners can testify to that.

5 I just wanted to make the board feel  
6 comfortable with one point. Sunoco would be  
7 the designated fuel supplier for this site.  
8 They have a zero tolerance policy. They run a  
9 clean shop as far as environmental products,  
10 and environmental safety. We call it our four  
11 orders of protection for the site.

12 The first barrier would be any spillage  
13 whatsoever in taking and fueling people  
14 spilling -- there is a 2,000 gallon water  
15 separator that takes any of the site run-off.  
16 It just cleans it to ten parts per million.  
17 Then after that, it discharges to three  
18 different pools of basins. We mentioned very  
19 early on in our review with the Town  
20 Designated Engineer and engineering that  
21 Sunoco means good business. We have a control  
22 vault. We are behaving like a SWPPP even  
23 though we're in less than an acre of  
24 disturbance and we're storing 100 year storm  
25 for the property with these basins. I can walk

1           you thorough that. There is a control and it  
2           comes in through the low order of storms. We  
3           have a four bay sediment basin where it gives  
4           some of these plants and other ability to suck  
5           up any loose hydrocarbons that may drift down  
6           here. By the time that it's filled, it goes  
7           through a stone weir and goes into another  
8           sand bed filter which has a liner which  
9           doesn't let any potential contaminates out.  
10          After that, the run-off is pulled off into a  
11          detention basin and held again. We've got  
12          these certain hydric loving plants that would  
13          tend to filter that for the third time. When  
14          all is said and done, it overflows into an  
15          underground chamber design for a 100 year  
16          storm. That's designed for our back storm.  
17          That's our drainage plan in a nutshell. That's  
18          it for now.

19                 We had another plan that we were  
20                 exercising during the preplanning reviews of  
21                 moving the dumpster and creating six employee  
22                 parking spots. With this plan, it would not  
23                 require any variance for those two items. We  
24                 have the 25 foot setback. However, we would  
25                 require one waiver for the pavement and that

1 is technically to allow this one area that  
2 becomes seven feet and 10 inches. So, we would  
3 require a waiver for the existing pavement and  
4 parking. The dumpster was too close to the  
5 property line. We've moved the dumpster out to  
6 within 25 feet of this rear line although it  
7 is the same zoning; it's the COR zoning.

8 We have a good relationship with the  
9 residents. The motel owner, Rocky, is sitting  
10 here, if you have any questions with regard to  
11 signing agreements. He is aware of what we're  
12 doing here. That's if you have any questions  
13 of the policy and the cross driveway  
14 connection and any of these other elements  
15 that we have touched on tonight. I know that  
16 we had one comment regarding the potential for  
17 purchasing this at some point (Indicating),  
18 but that's really the only waiver that we're  
19 seeking with this application. We can speak  
20 more about that if you have any questions  
21 about that. That's really the essence of our  
22 presentation.

23 CHAIRMAN O'ROURKE: Thank you.

24 Don?

25 MR. FLETCHER: This is a DCC sketch plan.

1           Back two months ago, we got the application  
2           that they were planning. On February 23<sup>rd</sup>,  
3           there was a DCC review. Some of the  
4           housekeeping type items are things that will  
5           eventually be needed like a full EAF,  
6           landscaping plan and so on.

7                     I believe that one of the biggest things  
8           is looking at the stormwater at some point.  
9           Obviously he's gone through and explained it  
10          tonight. We've had a couple of meetings with  
11          him on the stormwater to try to clarify it and  
12          understand it a little better. At some point  
13          we have to do the hard review but we're at DCC  
14          now so that's fine.

15                    If you look at our letter, an awful lot  
16          of the comments were about that it was a  
17          fairly tight site. Circulation is fairly  
18          rigid. With the flow of the traffic coming in  
19          to the fuel dispensing, it goes out and merges  
20          in with the drive-thru for the Dunkin Donuts  
21          and comes out. So, we have numerous comments  
22          in the letter pertaining to that in  
23          particular.

24                    There is the issue of the fill trucks  
25          coming in and filling the fuel in the

1 underground tanks and making sure that we can  
2 get the circulation of the trucks through  
3 without any problems. There are little things  
4 that we will eventually work on like dumpster  
5 location and stuff like that to make it easy  
6 for everyone to be able to get to. I think  
7 that if you read the letter it's mostly on the  
8 circulation that we're talking about. That's a  
9 pretty tight site.

10 CHAIRMAN O'ROURKE: Thanks, Don.

11 Tom?

12 MR. NARDACCI: You understand what a  
13 sketch plan review is and what we're going  
14 through tonight, right?

15 MR. ESPOSITO: Yes.

16 MR. NARDACCI: I'm just curious, the  
17 decision not to provide any parking directly  
18 adjacent or near the mini mart - what was that  
19 decision based on?

20 MR. ESPOSITO: We had several site plans  
21 that we reviewed with Planning. The first one  
22 was the extension of this bay of parking here.  
23 In reading into the design standards, there  
24 are five parking spaces with a continuous walk  
25 through for this building. We looked at the

1 uses and Sunoco said well, what's the  
2 percentages of people who actually fuel and  
3 leave versus people who park and come in to  
4 purchase? The percentage wasn't big enough to  
5 justify parking. The traffic engineer looked  
6 at the site and looked at the circulation.  
7 This site passed because the peak hour use at  
8 Dunkin Donuts is really 7:00, 8:00, 9:00 and  
9 by 10:00 it's really not a lot of people  
10 parking here. It's really only in the morning.

11 We structured the deliveries outside of  
12 peak for the donuts and that seems sufficient  
13 for people to park and walk. There is a  
14 cashier window if they're going to run out and  
15 pay for a stick of gum or something, or  
16 they're not paying at the pump. They can do  
17 that outside.

18 MR. FRED SHARIFIPOUR: Our objective with  
19 the mini mart was that you would have a window  
20 there. When we called Sunoco and they did  
21 their study, they said that around 80 percent  
22 to 85 percent are going to be credit card  
23 uses. We're really not trying to take away  
24 from Dunkin Donuts. Most of the customers that  
25 come in are going to be pumping gas with a

1 credit card and that's really what our goal  
2 is.

3 The mini mart is going to be 800 square  
4 feet and there is going to be a limited supply  
5 that's going to be in there. There will be a  
6 window so that if they pay cash, they can go  
7 right to the window and pay and leave.

8 MR. NARDACCI: I think that's an  
9 important distinction. Basically, you're going  
10 to be selling gas.

11 MR. ESPOSITO: It's computer housing for  
12 the pump controls.

13 MR. FRED SHARIFIPOUR: Sunoco wanted us  
14 to have a spot for a bathroom and we don't  
15 want to do that. With their study, they said  
16 that 80 percent to 85 percent is going to be  
17 credit card, so that's what we based that on.

18 MR. ESPOSITO: The site is so beautiful  
19 the way that the owners have it. It's really  
20 nice land. There are a lot of repeat  
21 customers. They get it. They get where to go  
22 with the drive-thru. Once people fuel up  
23 there, they know that if they want donuts,  
24 they drive around again. That's what keeps the  
25 order. I think that given the opportunity,

1           there is a lot of latitude with this.

2           I, personally, worked on 10 different  
3 versions of looking at a non design standard  
4 mode. Sunoco wanted the pumps forward. We had  
5 an angled arrangement and this seems to hit  
6 all the cylinders of the optimum of coming in  
7 and leaving. There is a certain flow there. We  
8 did do that check with the traffic standards  
9 for maneuvering. Hopefully, we can move  
10 through that.

11           MR. FRED SHARIFIPOUR: We wouldn't do the  
12 project if it impacted the traffic to Dunkin  
13 Donuts. We are the franchisee for almost all  
14 of the Dunkin Donuts in Colonie, Latham,  
15 Albany Airport, and Guilderland on Route 9.  
16 So, the way that the study worked, we actually  
17 went above and beyond to check on this so that  
18 it doesn't effect Dunkin Donuts. The bypass  
19 now is hardly used so when they do want gas,  
20 they would just go to the bypass lane and go  
21 back out.

22           MR. ESPOSITO: This family has awards of  
23 excellence from Dunkin Donuts. A lot of credit  
24 is due. I'm serviced within two minutes and I  
25 can exit the site. I think that's a good

1 credit not only to the use, but to the owners  
2 running a good shop.

3 MR. NARDACCI: It's very helpful to  
4 understand. When I first looked at the plan,  
5 it seems counterintuitive a little bit. I  
6 wouldn't fight for five spots in front of the  
7 store if no one is using the store. That's  
8 what typically you would see.

9 Also, we have seen other mini mart  
10 projects come forward where they're fighting  
11 to put the pumps out front. I do like the  
12 green space up front. It seems like a very  
13 tight site. I think that really understanding  
14 the traffic flow is going to be important. It  
15 seems tight and that's what the engineers are  
16 going to look at a little further, but just in  
17 general, I like seeing the green up front  
18 instead of gas pumps.

19 MR. FRED SHARIFIPOUR: Sunoco suggested a  
20 station and we didn't want the pumps out  
21 there. We live right off of Route 7 and we've  
22 been there since the '80's. We came up with  
23 the block design.

24 MR. NARDACCI: It seems very integrated.

25 MR. FRED SHARIFIPOUR: We're looking to

1           accent the Dunkin Donuts.

2                   There is a house there. We've been  
3           thinking for years what to do with it. Maybe  
4           we could make it into an office.

5                   We've been looking at what to do with  
6           this for years (Indicating). We decided to  
7           have someplace where you could walk up and  
8           sit. We're not going to be selling anything  
9           really in the mini mart. There is a whole  
10          other window that faces the pumps. There is a  
11          window to go and pay to pump and then drive  
12          off.

13                  MR. NARDACCI: I don't have any other  
14          questions. Thanks.

15                  CHAIRMAN O'ROURKE: Thanks, Tom.  
16          Paul?

17                  MR. ROSANO: I have a couple of  
18          questions. I've never seen a one-way gas  
19          station in my life. You've got all the cars  
20          coming in and going to one side and driving  
21          in. I use the Sunoco gas station on Everett  
22          Road and because the different size of the  
23          pumps -- my truck is on one side and my wife's  
24          is on the other side. There is always  
25          congestion trying to get up to the pumps with

1 a two-way.

2 Do you have any one-way gas stations that  
3 we could go and visit? I just foresee cars  
4 being backed up trying to get into the pumps  
5 because everybody is going in one direction.  
6 If everybody has to get to one side of the  
7 pumps and are blocked, where are they going to  
8 go? I guess that's the only concern that I  
9 have about this.

10 MR. ESPOSITO: We did discuss that  
11 arrangement with Sunoco. My wife's gas is on  
12 the right and mine is on the left. With this  
13 one-way ability, we do have a queuing plan  
14 that we chose of the pump arrangement. It  
15 still allows for truck bypass. It's a matter  
16 of choice. If I know my tank is on the left, I  
17 set myself up. I think that there is plenty of  
18 opportunity to pull in and fuel.

19 MR. ROSANO: Do you see my point?

20 MR. ESPOSITO: Yes, I do.

21 MR. FRED SHARIFIPOUR: Originally when we  
22 showed this to places like Mobil, they didn't  
23 like the gas in the back. We're just trying to  
24 accent the Dunkin Donuts. This is going to be  
25 for our typical customers that come in. It's

1 not going to be a high volume station. Mobil  
2 wasn't interested. We went to Sunoco and it's  
3 going to be for the everyday Route 7 driver.  
4 The way that the cars are stacked, Sunoco is  
5 going to put an extra pump there. So, we're  
6 not going to need all these pumps. It's not a  
7 high volume gas station.

8 MR. ROSANO: My question is: The people  
9 down on Everett Road didn't think that they  
10 were a high volume gas station until Price  
11 Chopper came out with their fuel advantage  
12 card. Now, it's ungodly down there sometimes  
13 just trying to get in and out to get gas. Even  
14 to go into the building it's sometimes very  
15 difficult.

16 Elena made a good point. BJ's has  
17 one-way, but I've been over to BJ's and I've  
18 sat in a line of 20 cars and they've got the  
19 room in the driveway to get down to their  
20 pumps. Sometimes they are the low guy. Not all  
21 the time. I just wanted to bring that out  
22 because if it does take off, I want you to be  
23 successful. I could see a traffic problem.

24 MR. FRED SHARIFIPOUR: We did look at  
25 that. Like I said, we don't want a big

1 station. We want this to accent Dunkin Donuts.

2 MR. ROSANO: And I'm a fan.

3 MR. FRED SHARIFIPOUR: We have the same  
4 concerns that you do and we appreciate the  
5 concept being brought up, but we would not  
6 choose a project that we thought would in any  
7 way affect our business. We sat down and went  
8 above and beyond with different vendors. We  
9 spent the time, energy, and money to do the  
10 research on exactly what we could do with a  
11 one-way, exiting, parking, and the drive-thru  
12 We had professionals come up from Boston to  
13 look at it. So, we all worked together. A lot  
14 of time and effort went into this. We don't  
15 want it to affect our business at all.

16 MR. ROSANO: Thank you.

17 CHAIRMAN O'ROURKE: Lou?

18 MR. MION: I had just one question  
19 regarding the parking and the use of the mini  
20 mart itself. I think that you explained that.  
21 Thank you.

22 CHAIRMAN O'ROURKE: Tim?

23 MR. SULLIVAN: It's a really interesting  
24 design. As Tom mentioned, most companies want  
25 the pumps out front, so this is really

1 different.

2 I do understand where you're going. This  
3 is the primary use of Dunkin Donuts and I  
4 think that makes a lot of sense. I think that  
5 the biggest issue that you're going to have is  
6 dealing with the cars with this one-way set  
7 up. I do think that the one-way pump situation  
8 will work. I think that you're going to have  
9 more of a problem with the cars coming in on  
10 the Dunkin Donuts side driving through and  
11 trying to get to the pumps that are coming up  
12 the middle between the two buildings.

13 MR. FLETCHER: Take a lane bypass and try  
14 to go right to the pumps; is that what you're  
15 saying?

16 MR. LANE: Yes, exactly, and trying to do  
17 it that way instead of going all the way  
18 around. They think that they're going to take  
19 a short cut and come up through the middle.

20 MR. ESPOSITO: We had CDTC and DOT look  
21 at that. They restricted us. That last graphic  
22 shows the signal type here that was specific  
23 to permitting this driveway. We have a signage  
24 plan that we can go through.

25 MR. LANE: It's got to be more than just

1 the signs though. You're going to have to  
2 design that in such a way that they cannot  
3 make that turn right. It's almost going to  
4 have to be more of a lift to it to force them  
5 left back around to Dunkin Donuts.

6 MR. FLETCHER: The other one that I  
7 noticed is the one-way in. If you're trying to  
8 do that, they're going to try to hook a left  
9 instead of going all the way around.

10 MR. LANE: Exactly, and I was going to  
11 get to that as well. The problem with the  
12 angle parking is that if you take that  
13 15 degrees, you're almost going to incite them  
14 to go that way. You want them to go all the  
15 way around, but people will take the shortest  
16 route. You're going to have to find a way to  
17 push them around. You're going to have to  
18 either force them to go up through the middle  
19 and around the Dunkin Donuts, or go all the  
20 way around the pumps and back out, instead of  
21 going out and taking that past the mini mart  
22 where they're supposed to be a one-way in.  
23 Between signage and some design work, it's  
24 going to have to be very clear to people that  
25 those are two things that they can't do.

1                   MR. FRED SHARIFIPOUR: We have markings  
2                   in the parking lot.

3                   MR. LANE: But you're going to have snow  
4                   and rain and there are going to be other  
5                   factors that play into it with people. You're  
6                   going to have to find other methods to force  
7                   them around.

8                   MR. ESPOSITO: Perhaps we could talk to  
9                   our traffic engineer call. We had a discussion  
10                  when I was there. We were in the car when he  
11                  was counting and as crazy as this arrangement  
12                  appears, it works because people go in and  
13                  they know where they want to go. The people  
14                  that are accessing that site right now get it.  
15                  They know how to do it. To get the fuel and  
16                  then get back to Dunkin Donuts, you have to go  
17                  back and take the bypass lane and go around.

18                  MR. LANE: Once they're there once or  
19                  twice, they know it. I understand that.

20                  MR. FRED SHARIFIPOUR: I understand your  
21                  point, too. Maybe we could do some kind of  
22                  landscaping or something that would curve it.

23                  MR. LANE: It's just going to need to be  
24                  really clear. I rather like the idea of doing  
25                  something a little different and making good

1 use of it. I think that I'd like to see it go  
2 forward, but you've got a couple of hurdles  
3 there.

4 MR. FRED SHARIFIPOUR: We have the pylon  
5 sign and the arrows.

6 MR. LANE: Is there any reason why they  
7 can't back up from the Dunkin Donuts and go  
8 out the way that they came in, or is that just  
9 not wide enough? That section immediately in  
10 front of the Dunkin Donuts is two-way?

11 MR. ESPOSITO: That is two-way. It was a  
12 recommendation to pull out the two-way. This  
13 plan that you received in your large packet  
14 had the ghost hidden areas of two-way and we  
15 took that comment in the package review -

16 MR. LANE: How wide is that?

17 MR. ESPOSITO: It's a two-way; 24. People  
18 are queuing here, predominantly (Indicating).  
19 There are sometimes where they do line up  
20 here, but it's not the norm. This works.  
21 People back out and leave, but if we had to  
22 diagonally stripe that, there is only one way.  
23 Then it takes away from the flow that the  
24 existing Dunkin Donuts has. They have to drive  
25 through and exit a bypass. I would say if it's

1 not broke, don't fix it. We could have our  
2 engineer work on it a little more with signs  
3 or controls. It is addressed because we did  
4 have a round of comments from the engineer  
5 that looked at this, but we're not opposed to  
6 be taking a vote and getting right down to  
7 what we have to do to refine it.

8 MR. FRED SHARIFIPOUR: We spent a lot of  
9 time and energy on this. We spent years  
10 thinking about what we should do next door and  
11 I think that this came as one of the best to  
12 accent the Dunkin Donuts.

13 MR. LANE: Where do you see any other  
14 mini marts where the pumps are to the rear?

15 MR. FRED SARIFIPOUR: We didn't want the  
16 pumps in the front. We didn't want that  
17 industrial look. It's probably going to be a  
18 state of the art look. Everything that we've  
19 had with the block building and the canopy and  
20 the copper on the top of the roof, is state of  
21 the art.

22 MR. ESPOSITO: We did draw a good comment  
23 from DOT and CDTC. The owner of the motel is  
24 here and they like this crosswalk connection.  
25 In fact, on this next plan we can extend that

1 through with the connections so that the motel  
2 folks -- there is a driveway connect here  
3 (Indicating). They could come and get a coffee  
4 and sit out on the patio. We were looking at  
5 design guidelines for this site cross  
6 connectivity. I think that with that  
7 comment -- he didn't bat an eye. He said  
8 that's a great idea to get the pedestrian  
9 connection there.

10 CHAIRMAN O'ROURKE: Mike?

11 MR. SULLIVAN: I have many of the same  
12 comments as the other Board members. Mainly, I  
13 like the concept. I understand what you're  
14 trying to do. However, I remain concerned  
15 about it being so tight, especially in the  
16 back corner with the 7 foot 10 inches wide.  
17 You had mentioned that there is a possibility  
18 of buying the land there?

19 MR. FRED SHARIFIPOUR: We've been talking  
20 to the neighbor in the back for many years.  
21 She's older.

22 MR. SULLIVAN: I'm sure that you would  
23 like to acquire that, but I'd really like to  
24 see you acquire it because I think that would  
25 push the project over the edge. I think that

1 would give you the room that's needed. I'm  
2 concerned about deliveries and the tankers and  
3 deliveries to Dunkin Donuts.

4 Also, the store for the gas  
5 station - will there be water, Gatorade, and  
6 soda?

7 MR. FRED SHARIFIPOUR: Sunoco asked us,  
8 but we didn't really want to put much in there  
9 at all. It's going to be the bare basics. It  
10 will be like the smaller medicines and chips.  
11 We didn't really want to put beverages in  
12 there, but we'll see how Sunoco does with  
13 that. It will be just the "to go" stuff.

14 MR. SULLIVAN: We've had other projects  
15 before the Board where it's a gas station with  
16 beverages and they've actually come before us  
17 with plans to enlarge the coolers because  
18 there is so much demand for beverages.

19 MR. FRED SHARIFIPOUR: We don't want to  
20 sell any beverages there at all. There were a  
21 few things that we went back and forth with  
22 Sunoco. The mini mart - we wanted to keep it  
23 as minimal as possible so we proposed the  
24 window over here (Indicating). We even asked  
25 that the NASCAR canopy - we didn't want that,

1 but we lost to them for that one. They really  
2 want that NASCAR canopy.

3 MR. MARK SHARIFIPOUR: They wanted us to  
4 have the lottery, too.

5 MR. FRED SHARIFIPOUR: We said no to the  
6 lottery, and there will only be about six  
7 kinds of beverages in there.

8 MR. SULLIVAN: What about beer?

9 MR. FRED SHARIFIPOUR: No. Just six types  
10 of beverages, no lottery.

11 MR. SULLIVAN: Okay, thank you.

12 That's all I had.

13 CHAIRMAN O'ROURKE: Thanks Mike.

14 Pete?

15 MR. GANNON: I'm looking at R2 for  
16 reference in case you guys want to look along  
17 with me. Where that gray car is parked in the  
18 driveway - that's where somebody would view  
19 the menu, or is that where they place an  
20 order?

21 MR. FRED SHARIFIPOUR: That's where they  
22 place an order.

23 MR. ESPOSITO: That's a menu board. That  
24 answers the question of: Can someone pull up  
25 and cut over and pick up donuts? If they skip

1 that menu board, they have to drive back  
2 through.

3 MR. GANNON: You still don't think that  
4 they're going to try?

5 MR. FRED SHARIFIPOUR: No. The way that  
6 the menu is - it's not going to be possible.  
7 No one has asked that question before because  
8 we have so many hurdles to get through before  
9 we get to that. By the way that it's angled,  
10 it would be impossible to back up and do that.

11 MR. GANNON: I don't want to tell you how  
12 to do your business, but I think that one-way  
13 is the safest way to go out of the parking in  
14 front of the Dunkin Donuts. I just think that  
15 in terms of visiting that Dunkin Donuts, if I  
16 knew that was one-way would loop me all the  
17 way around to come back out to Route 7, it's  
18 cumbersome.

19 MR. FRED SHARIFIPOUR: It's the same.  
20 This is a bypass here as well. There is a  
21 drive-thru lane and a bypass lane.

22 MR. GANNON: So, what happens when the  
23 bypass lane intersects with the bypass lane  
24 from gas?

25 MR. ESPOSITO: This is like any

1 intersection. That vehicle is the show  
2 stopper. When these people come, the bypasses  
3 link up, but there is some control and  
4 courtesy when vehicles exit here and enter.  
5 They are solely in the pick-up lane and not in  
6 the bypass lane when they come off the menu  
7 board.

8 MR. GANNON: Again, I'm sure that these  
9 are all questions that you guys have probably  
10 asked yourself 100 times, but to rely on  
11 control and courtesy - those are two different  
12 things. With one exit, right hand turns only,  
13 at 8:00 or 7:30 in them morning at Dunkin  
14 Donuts with people gassing up - if you get the  
15 Board's approval, it's going to be interesting  
16 to see how it works for those two or two and  
17 one half hours every morning.

18 MR. FRED SHARIFIPOUR: We're concerned  
19 about that, too. We went above and beyond.  
20 Even with the Price Chopper  
21 promotion - usually when Sunoco does a study,  
22 they're usually right on with then umbers on  
23 how much gas you're going to sell. Like I  
24 said, it was rejected by Mobil. They didn't  
25 want anything to do with it because of volume.

1 Like I said, it's not expected to have a gas  
2 station volume. It's expected to be an accent  
3 to the Dunkin Donuts. We're okay with that. I  
4 think that it's going to increase our business  
5 over there and bring the value of the property  
6 up.

7 MR. GANNON: What's the nearest gas  
8 station to this? Is it the Mobil by 87?

9 MR. SHARIFIPOUR: It's the Mobil across  
10 from Keeler.

11 MR. GANNON: I think that you really need  
12 to work this analysis. Again, I trust that you  
13 guys are probably the best judges of this  
14 because it's your business and it's your work.  
15 There are going to be a lot of moving parts in  
16 there. As we go forward, I'd like to see how  
17 that is going to be addressed more thoroughly.  
18 It's very interesting. Good job.

19 CHAIRMAN O'ROURKE: Thanks, Pete.

20 I think that it's ingenious. I do. I  
21 think that providing that Mr. Coccoa allows  
22 you the cross connection, I really see what  
23 you're trying to do. I think that I would  
24 angle that parking. If you're looking for  
25 one-way flow, you're looking for one-way flow.

1 MR. FRED SHARIFIPOUR: We were actually  
2 looking to get your opinion on that. That's  
3 why we had Ed draw it up.

4 CHAIRMAN O'ROURKE: That would be my one  
5 thing to tell you. If you're looking for a  
6 one-way flow through your site to then  
7 incorporate a two-way flow, it's going to send  
8 the wrong message.

9 MR. FRED SHARIFIPOUR: That's why we  
10 spent all this time on this.

11 CHAIRMAN O'ROURKE: That would be my one  
12 thing. You're looking for the one-way traffic.  
13 I really like the frontage and the look of it.

14 Again, in this corridor, what we're  
15 trying to do as a Planning Board in these  
16 corridors is to do some things to the frontage  
17 and the inner connectivity.

18 Again, Mr. Coccoa had a plan before us  
19 for concept to change the motel to a hotel,  
20 which would be good for your guys and the  
21 rental cars back to the airport, fueling up.

22 MR. FRED SHAIRIPOUR: We tried to make it  
23 a one day project. We went beyond what we were  
24 trying to do. We spent a lot of time at  
25 George's Market. For some reason the plants

1           died and we replaced the trees and plants  
2           because we wanted the front to look good. What  
3           we did was we got brick columns going all the  
4           way across with the metal fencing. We're  
5           trying to combine it with the patio and make  
6           it look good.

7                   CHAIRMAN O'ROURKE: I think that's good.  
8           I just had a couple of technical things. I  
9           don't know if they're more toward you guys or  
10          the Planning Department.

11                  The site plan application is not dated.  
12          There are no printed names. It doesn't give  
13          the owner. So, these are just technical things  
14          that I just wanted you guys to pay attention  
15          to as we go through the process. Me, I think  
16          that I do want to open it up and hear what the  
17          neighbors say.

18                  Member Sullivan brought up about the  
19          waiver that you're looking for. You're just  
20          pavement within the setback, right? You still  
21          have two lanes over there.

22                  CHAIRMAN O'ROURKE: Right, so it's just  
23          pavement waiver, right?

24                  MR. ESPOSITO: Right.

25                  CHAIRMAN O'ROURKE: I understand that.

1 MR. ESPOSITO: Do you need the site  
2 applications?

3 CHAIRMAN O'ROURKE: No, we get one in our  
4 packet. AS you go through the stuff, it's  
5 important to be able to follow dates all the  
6 way through. Those things are important and  
7 again, I don't know if it's you guys that  
8 didn't put a date on it. I don't know why  
9 someone in Planning isn't saying hey, put a  
10 date on this.

11 You have a site application in, right?

12 MR. ESPOSITO: For the 993 and the 999.

13 CHAIRMAN O'ROURKE: I'd like to open it  
14 up, but I think that it's ingenious. I love  
15 the fact that the pumps are at the back. I  
16 think that in that corridor with 80,000 cars a  
17 day going by, I think that you're kidding  
18 yourself. You're going to sell some gas. In  
19 five years, Mobil will be kicking themselves.

20 MR. ESPOSITO: Hopefully, in five years  
21 we'll resolve that land acquisition and  
22 they'll give us that elbow room. As of today,  
23 we feel that the site works.

24 CHAIRMAN O'ROURKE: I read in there that  
25 you were able to get a 58 foot turning radius,

1 right?

2 MR. ESPOSITO: I think that it's 50.

3 CHAIRMAN O'ROURKE: Where are the storage  
4 tanks going to be?

5 MR. ESPOSITO: The fuel storage is below  
6 grade, right at that critical area for the  
7 leak protection. Here it's a turning radius  
8 standard for trucks. They currently do the  
9 "S" turn. Maybe that's where the 58 came from.  
10 They are below grade right at that curb and  
11 that keeps the site healthy.

12 CHAIRMAN O'ROURKE: Anyone in the  
13 audience?

14 MR. FAHEY: I'm all for a new gas  
15 station. I also think that you're going to get  
16 buried with business. There's only one Sunoco  
17 station that I know of that I go to in order  
18 to get my Price Chopper discount. This is a  
19 mile and a half from my house. I think that  
20 you're going to do a lot of business, despite  
21 what Sunoco thinks.

22 I have a question on the driveways. I  
23 couldn't see the direction of traffic. That  
24 one is one-way in, correct?

25 MR. FRED SHARIFIPOUR: That's right.

1 MR. FAHEY: What about the one to the  
2 left?

3 MR. FRED SHARIFIPOUR: That's both ways.

4 MR. FAHEY: Okay, I thought that it was  
5 going to be one-way out. That answers my  
6 biggest question.

7 I want to see it work. I think that it is  
8 novel.

9 From that side driveway there, can I take  
10 a turn there?

11 CHAIRMAN O'ROURKE: No, that's an  
12 easement.

13 MR. ESPOSITO: Right now that's open, but  
14 we've grassed that over.

15 MR. FAHEY: No, when I go in can I take  
16 an immediate left?

17 MR. ESPOSITO: No, that's restricted  
18 one-way. That's for the benefit of patrons  
19 parking that want to fuel; they can go and  
20 turn in. It's a controlled stop.

21 MR. FLETCHER: I think that you can turn  
22 up a little bit of curbing; I think that we  
23 can avoid people taking that hard left.

24 CHAIRMAN O'ROURKE: I think that you're  
25 right. I think that it's an engineering issue.

1 FROM THE FLOOR: Is it 999 or 995?

2 MR. ESPOSITO: The 999 was the real  
3 number. It got changed to 995. I think that  
4 there was a building that got demolished and I  
5 think it was next to Dunkin Donuts.

6 CHAIRMAN O'ROURKE: Anyone else?

7 MR. COCCOA: Rocky Coccoa. I just want to  
8 say that I agree that because they're growing,  
9 this is beautifying that area.

10 I do have a project that is stalled right  
11 now because of financing and restrictions.

12 I like the walkway.

13 CHAIRMAN O'ROURKE: Anyone else?

14 ***(There was no response.)***

15 CHAIRMAN O'ROURKE: What is your  
16 timeframe?

17 MR. ESPOSITO: We had some drainage  
18 issues and we wanted to do the curbing. We'd  
19 like to get back in at the next available for  
20 concept.

21 CHAIRMAN O'ROURKE: Can I poll the Board  
22 for you? In terms of the parking in front,  
23 would you rather see it straight or diagonal?

24 Peter?

25 MR. GANNON: I'm more concerned about

1 two-way. I'm indifferent to diagonal or  
2 straight. It doesn't make a difference to me.

3 CHAIRMAN O'ROURKE: Mike?

4 MR. SULLIVAN: I prefer diagonal to make  
5 it one-way.

6 CHAIRMAN O'ROURKE: Tim?

7 MR. LANE: If the goal is to make it  
8 one-way, then yes, the diagonal is the way to  
9 go. Initially I thought that you wanted the  
10 other way.

11 CHAIRMAN O'ROURKE: Lou?

12 MR. MION: Diagonal.

13 CHAIRMAN O'ROURKE: Paul?

14 MR. ROSANO: Diagonal.

15 CHAIRMAN O'ROURKE: Tom?

16 MR. NARDACCI: I agree on the diagonal.

17 CHAIRMAN O'ROURKE: I think that we're  
18 pretty much -- I would say diagonal. I would  
19 say that if I were you guys, I would move  
20 forward with that and make it a one-way site.

21 MR. FLETCHER: We've had a couple of  
22 meetings about drainage. We had a call in  
23 today about it. Just to better understand it  
24 and all that.

25 CHAIRMAN O'ROURKE: So, just in terms of

1 time frame - we're looking at a month?

2 MR. FLETCHER: Is there any reasons why  
3 not on the 26<sup>th</sup> when Century Hill is going to  
4 be on for that one - should they not be on for  
5 concept, if they could?

6 CHAIRMAN O'ROURKE: If they can be.  
7 That's what I'm saying.

8 Would you guys be able to be ready?

9 MR. ESPOSITO: Yes.

10 CHAIRMAN O'ROURKE: Okay, October 26<sup>th</sup>.

11

12

13 ***(Whereas the proceeding concerning the***  
14 ***above entitled matter was adjourned at***  
15 ***8:40 p.m.)***

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