



VILLAGE OF COLONIE

VILLAGE HALL

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PLANNING COMMISSION MINUTES

TUESDAY, APRIL 7, 2026

6:30 P.M.

The regularly scheduled meeting of the Village of Colonie Planning Commission was held at Village Hall, 2 Thunder Road, Albany, NY 12205, on Tuesday, April 7th, 2026.

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| ROLL CALL: | Chairman: | Chris Dennis | Present |
| | Commissioners: | John Martin | Present |
| | | Brittany Kendall | Present |
| | | Kenny Hart | Present |
| | | Jim Splonskowski | Present |
| | | Alison Curran | Present |
| | | John Lemperle | Present |
| | Alternate: | Carl Kuentzel | Present |
| | Village Attorney: | Victor Caponera | Present |
| | Village Engineer: | R.J. Laberge | Present |
| | Village Liaison: | Frank Prevratil | Present |

Commissioner Hart recognized former Commissioner Peter Chudzinski, who served many years on the Planning Commission and recently passed away.

Chairman Dennis opened the meeting at 6:30 P.M. Commissioner Hart led the Pledge of Allegiance and requested that all electronic devices be turned off or muted. The Commission reviewed the regular meeting minutes from February 17th, 2026. Commissioner Martin made a motion to approve the minutes as amended. Commissioner Hart seconded the motion.

VOTE: Unanimous to approve.

Bohler Engineering/QuickChek 1850 Central Avenue Site Plan Review

Steve Wilson was present from Bohler Engineering on behalf of the applicant, QuickChek, for a further site plan review at 1850 Central Avenue. Mr. Wilson explained that the project was referred to the Zoning Board of Appeals to seek an area variance for the 1000' setback between gas stations. In February, a variance was granted on condition that the Fermac Street driveway would not be moved. Mr. Wilson explained that the plan

was reviewed, and it was found that the layout would not be possible without moving the driveway. Therefore, the plan was changed to the current proposal, which includes an atypical layout and building size. The building size is now proposed to be 5,852 square feet, with a canopy width of 47 feet. The width of the asphalt on the Central Avenue side would also be reduced. Mr. Wilson stated that these changes allow for the site to be more compressed, so that the entrance lines up with the undeveloped area of landscaping on Fermac Street. This change addresses concerns that were raised during the ZBA hearings regarding impacts on the surrounding neighbors. Further, a 6' fence was added to the site plan, with arborvitae to be placed in any breaks in the landscaping to provide an increased buffer to the residential area. Additionally, the amount of green space has been increased on Central Avenue by several feet. However, Mr. Wilson stated that there would be approximately 13' of existing landscaping lost due to the new configuration, but the new site would include a more robust landscaping plan that includes different color and textures to compensate. He added that Engineer Laberge has not done a technical review yet, and he hopes to receive comments from the Planning Commission on the newly proposed layout.

Attorney Caponera reiterated the timeline in which the area variance was granted from the Zoning Board of Appeals. He stated that the condition regarding the Fermac Street driveway had been removed at the March meeting, and the variance was granted, subject to further approval and review of the Planning Commission.

Chairman Dennis asked how the proposed driveway aligns with the first house on Fermac Street. Mr. Wilson stated that it would line up with overgrown landscaping on the empty parcel on Fermac Street. Chairman Dennis added that it had always been a concern that headlights from cars exiting the property would shine into the house across the street, and Mr. Wilson added that these concerns were also heard during the ZBA public hearings. However, Chairman Dennis asked if there was any more space for the site to be shifted South, but to not go past the driveway of the first house. This would allow for more green space on the Central Avenue side of the site. Mr. Wilson stated that any movement of the site back would result in being further lined up with the driveway of the first house on Fermac Street, to which Chairman Dennis said he didn't mind, but was more concerned with lining up with the house itself. Commissioner Martin asked if the vegetation was deciduous or evergreen, and Mr. Wilson stated that some of it is deciduous, but it is mostly overgrown. Commissioner Martin stated that if the leaves are gone, headlights are going to shine through the landscaping into the area. Mr. Wilson stated that they would be shining into an undeveloped parcel, which is not residential property. Mr. Wilson offered that they could try to slide the site back to gain more space in the front and overlap the Fermac Street entrance with the driveway of the first house.

Chairman Dennis asked if the ZBA required the fence on the Fermac Street side of the site. Attorney Caponera said no but that he believes it was added due to concerns of privacy and lighting that were raised by residents and members of the board. Chairman Dennis asked what the proposed landscaping is for that side, to which Mr. Wilson stated that there are existing pine trees, and arborvitae will be added where there are breaks. Chairman Dennis stated that he would prefer to see vegetation rather than a fence, due to

potential maintenance of a fence. Harold Matthews, Fermac Street, asked if the concrete wall will be removed that is currently on the site. Mr. Wilson stated that it will likely be removed with the installation of the new fence. Commissioner Martin asked if Chairman Dennis was suggesting replacing the fence with arborvitaes, and Mr. Wilson added that the current proposal offers both. Mr. Wilson also added that the fence may act as a deterrent from the property being a cut-through for pedestrians. Commissioner Splonskowski stated that since the Fermac Street entrance is currently a 3-lane curb cut, and the proposal includes a reduction to 2 lanes, he would like to see a small island to keep cars in their lane while turning, similar to that of the New Karner Road entrance. Mr. Wilson stated that signage and curbing can be added.

Chairman Dennis asked if the site has underground drainage, and Mr. Wilson indicated it on the South side of the site, behind the proposed building. He added that they are in the process of updating survey drawings to make sure the drainage was built as planned. Chairman Dennis pointed out that there is a bend in the aisle from the New Karner Road entrance and wondered if moving the site back would help reduce the bend. Mr. Wilson stated that it would help, in that the dumpster orientation could be pivoted, and the turning radius would be improved. Attorney Caponera asked how close the dumpster enclosure is to the existing underground drainage. Mr. Wilson stated that it is right next to it, and offered that with the survey, they would verify if the dumpster could be slid over as it will only consist of a floating slab. Engineer Laberge offered that they will need to consider setbacks to New Karner Road as well in this new configuration. Commissioner Martin asked if the drainage pits in the front of the site would be eliminated. Mr. Wilson explained that with current stormwater guidelines, fuel islands are considered “hot spots” and must have additional precautions where the drainage pits would be required in addition to the underground drainage. Commissioner Martin asked if they would be collecting water, to which Mr. Wilson stated that they would be dry most of the time, and collect water during weather events. Commissioner Martin offered that he would like to see vegetation there, and rain gardens may be a better choice if it is wet. Harold Matthews, Fermac Street, commented that the homes on Fermac Street often experience water problems. Engineer Laberge stated that if the site is moved back, there will be more opportunity for landscaping at the front of the site, in addition to the stormwater treatment.

Commissioner Curran asked if the fuel tanks need to stay in the proposed orientation to the canopy, and Mr. Wilson stated that there are not many other configurations possible due to the configuration of the site, and there'd be a risk of losing parking. Commissioner Curran asked if they had exceeded the parking requirement, and Mr. Wilson confirmed that they are required to have 39 parking spaces and have proposed 46. He added that they would not want to lose any of those spaces. Commissioner Curran suggested moving the vacuums to the original location to allow for the rotation of the underground tanks to the Western side of the site to accommodate the berm. Engineer Laberge stated that the fuel tank could be under the berm, but Commissioner Martin explained that if the entire site is moved away from Central Avenue, the tanks would move with it, allowing for more room for a berm. Commissioner Hart requested that the adjacent parcels be added onto the site plan, to which Mr. Wilson said could be added.

Commissioner Martin asked if the traffic study was available, as requested previously. Mr. Wilson stated that it would be provided. Chairman Dennis asked if the number of proposed pumps is standard, compared to the other QuickChek locations that have been approved in the area. Mr. Wilson stated that the number of pumps is dependent on the traffic volumes and what the site could support. There will be 16 fuel pumps at the Wolf Road QuickChek that was previously approved. It was discussed that the location on the corner of Osbourne Road and Albany Shaker Road would be similar in size and layout to this proposed location. Commissioner Hart asked if the applicant would consider having 12 pumps, to which Mr. Kimmell stated that they would prefer to have 16 due to the traffic volume. He added that less pumps may result in cars stacking.

Commissioner Martin offered that if the site and landscaping can be moved back, the berm could be adjusted to be less steep. Mr. Wilson asked what the ideal slide slopes would be, to which Commissioner Martin stated either 3:1 or 4:1. Commissioner Martin also recommended investigating the DEC website (www.extapps.dec.ny.gov/docs/land_forests_pdf/factnatives.pdf) to see what kind of native landscaping could be incorporated into the site. Further, he stated that lighting cut sheets should be included with the next submission. Mr. Wilson stated that the lighting plan is the same as was approved for the Wolf Road project, but they would be included in the next package. Chairman Dennis asked what the proposed height of the poles are, to which Mr. Wilson said 15' or 16'.

Commissioner Martin raised concerns about cars making left turns onto New Karner Road from the site due to needing to cross numerous lanes to go South. He asked that the applicant consider making that curb cut right-in/right-out only. Mr. Wilson explained that the traffic study will consider factors regarding the roadway. Commissioner Hart offered that the ability to make a left onto New Karner Road would be safer than making a left out of the site onto Central Avenue. Wendy Holsberger, Lansing Engineering, explained that the left out of the site would be investigated in the traffic study, as that when Walgreen's was approved, the left out of the site remained so that cars could travel South on New Karner Road. She added that the number of lanes, signalized intersections and traffic volume on the roads will be compared in the traffic study.

In regard to landscaping, Chairman Dennis stated that he would like to see something other than grass, preferably something that will stay through the winter. Mr. Wilson offered that the landscaping package is similar to that of the Wolf Road location, but it can be adjusted to include native varieties of plantings.

Commissioner Lemperle asked if the site is moved back, if it will result in issues with refueling. Mr. Wilson stated that they will make sure that the circulation will work. Commissioner Hart asked if the trucks would come in from New Karner Road, and Mr. Wilson said yes, but depending on where they came from. He added that truck turning radius' can be added once the layout is finalized.

Commissioner Hart asked if the illumination of the sign on the canopy would be included in the site plan. Mr. Wilson said that it can be included in the lighting plan. It was

discussed that the signs may be reviewed by the Sign Review Board depending on what is requested. Chairman Dennis added that light shouldn't be projecting off the site. Commissioner Martin mentioned that even if the lighting doesn't project off the site, other properties on Central Avenue have canopy lighting that is extremely bright. Mr. Wilson added that this lighting plan is going to be identical to the plan that was approved for Wolf Road. Engineer Laberge added that the distance from the road should be considered as well.

Discussion

Engineer Laberge explained that discussions have been had with Cole's Collision regarding their project at 1517-1529 Central Avenue, and they should be returning at the next Planning Commission meeting with a new submission.

Coordinator Curran mentioned that she had submitted the QuickChek project to the Town of Colonie Planning Department for review. They provided a comment on the green space, based on their requirement.

Liaison Frank Prevratil announced that Chairman Dennis was reappointed as Chairman at the 2026-2027 Annual Meeting on April 6th.

A motion was made by Commissioner Martin to adjourn the meeting. The motion was seconded by Commissioner Hart.

VOTE: Unanimous to adjourn.

Meeting adjourned at 7:38 p.m.

Respectfully submitted,

Hannah Curran
Deputy Village Clerk/Treasurer
Planning Coordinator
Village of Colonie