

# Port of Albany Marmen-Welcon Tower Manufacturing Plant

Town ZBA Public Hearing  
March 16, 2022



McFarland Johnson



PORT OF ALBANY



## Port of Albany | Timeline

- 2018 Property acquisition
- 2018-2020 Due diligence performed and State environmental permitting process regarding potential project took place with Town Planning Board
- 2021 New York State and the NYS Energy Research and Development Authority announce Offshore Wind project at the Port of Albany
- 2021 Site Plan permitting
- 2022 – 2023 Construction
- 2024 Full operation
- 2023-2026 Marmen hiring

# Project Overview

- Production of Towers & Transition Pieces



# Project Overview

- **Port of Albany** as Owner in association with **Marmen**, Quebec, Canada + **Welcon**, Denmark, as operator.
- Manufacturing space throughout 5 separate buildings, utility services, and stormwater management facilities
- Tower production will occur within 4 buildings (buildings A-D) located on the Port Expansion property in the Town of Bethlehem. The 5<sup>th</sup> building (building E) is located at 700 Smith Boulevard within the existing Port District in the City of Albany.
- All raw materials (truck, rail, vessel) will be received at 700 Smith Boulevard and transported by Marmen-Welcon owned trucks on internal Port roads only along Normanskill Road to the production site.
- All employees and visitors will access the facility via the River Road driveway and enter through a secure turnstile gate. The Normanskill Bridge is for Marmen-Welcon truck deliveries only.
- Total investment is estimated to be \$450 million and 550 new permanent jobs

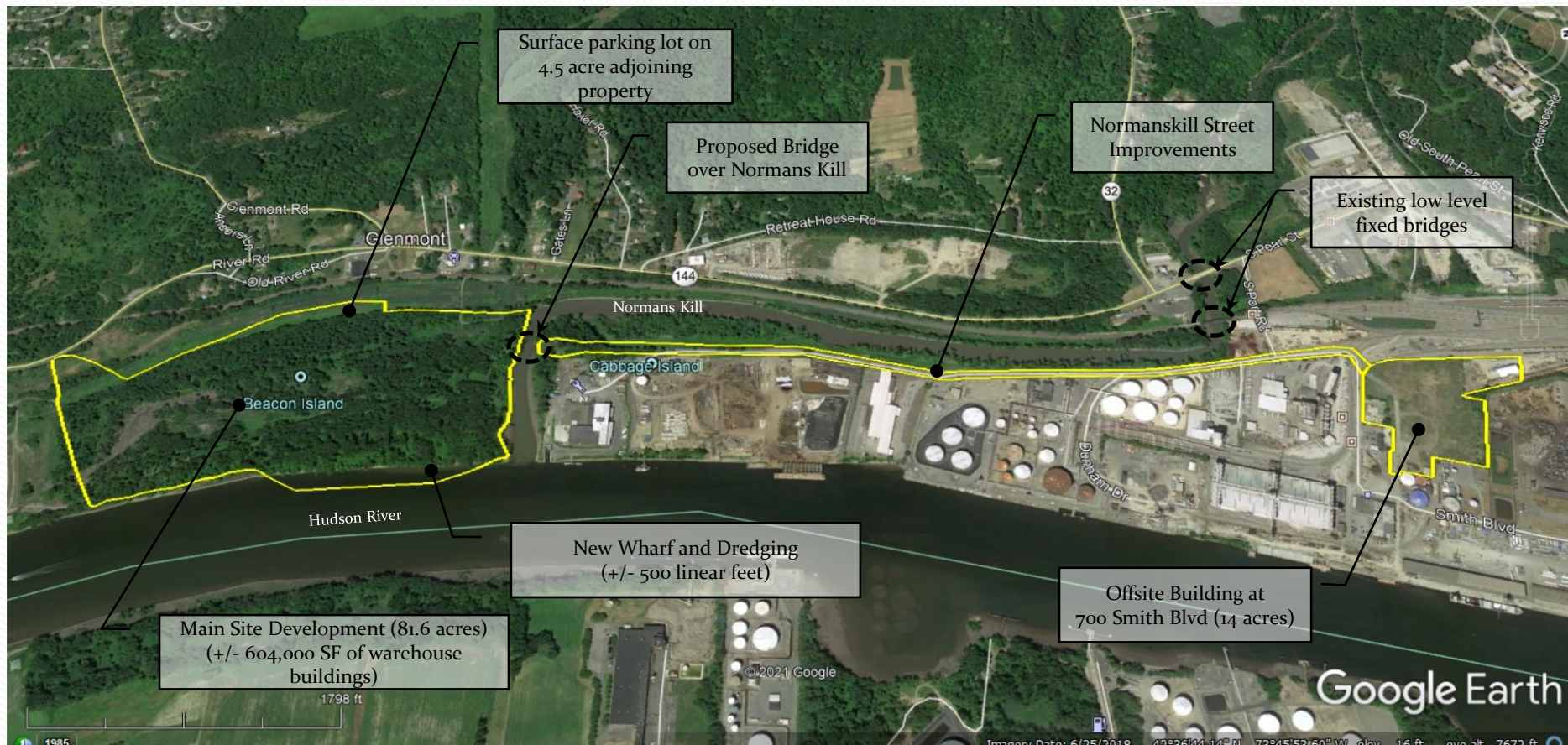


# Project Overview

- Submitted Application Materials to Town:
  - Site Plan Sets (Beacon Island & 700 Smith Blvd.) - 68 drawings
  - Normanskill Street Rehabilitation Plan - 17 drawings
  - Offsite Roadway & Utility Plan - 8 drawings
  - SEQRA Compliance Document - 18 pages
  - Supplemental EIS - 1,460 pages
  - Joint Permit Application - 1,086 pages
  - Part 182 Application - 396 pages
  - 2019 Final Generic EIS (FGEIS) - 3,600 pages
- 626,000 square foot Off-Shore Wind Tower Manufacturing Plant. Go to [portofalbany.us](http://portofalbany.us) for more details:

<https://www.portofalbany.us/public-records/public-documents/>

# Project Overview



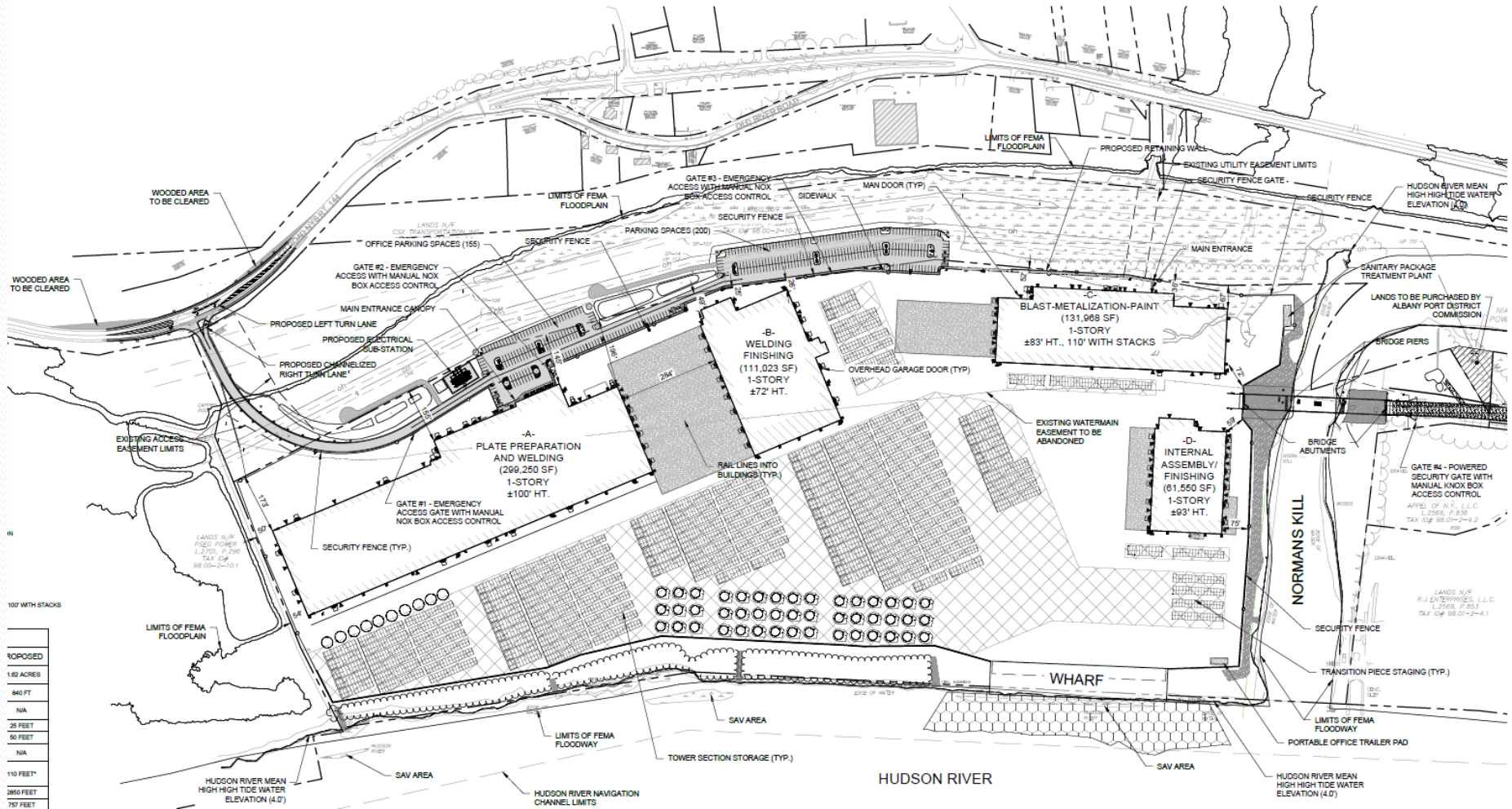
**Project Location / Project Site**

# Project Overview

- +/- 626,000 square feet (SF) of Manufacturing space throughout 5 separate buildings, utility services, and stormwater management facilities
- The following is a breakdown of the function and size of each building modified for Transition Piece manufacturing:
  - Building A Plate Preparation & Welding (299,414 s.f.)
  - Building B Welding Finishing (111,189 s.f.)
  - Building C Blast Metallization Plant (132,014 s.f.)
  - Building D Internal Assembly finishing (61,647 s.f.)
  - Building E Material Receiving & Staging Yard (21,748 s.f.)
- Parking area with 360 spaces



# Tower & TP Production Facility Site Plan



100' WITH STACKS

100 FEET
1.62 ACRES
840 FT
N/A
25 FEET
50 FEET
N/A
110 FEET*
200 FEET
757 FEET









**MARMEN**



**McFarland Johnson**

# Project Zoning Code Variance Requests

- Development within the Normans Kill 100-year Floodplain
- Front Setback Less Than 100'
- Less than 10% Landscaping within the Parking Area
- Building Heights Greater Than 60':
  - Building A Plate Preparation & Welding – 100'
  - Building B Welding Finishing – 72'
  - Building C Blast Metallization Plant – 83' (110' including exhaust stacks)
  - Building D Internal Assembly finishing – 93'



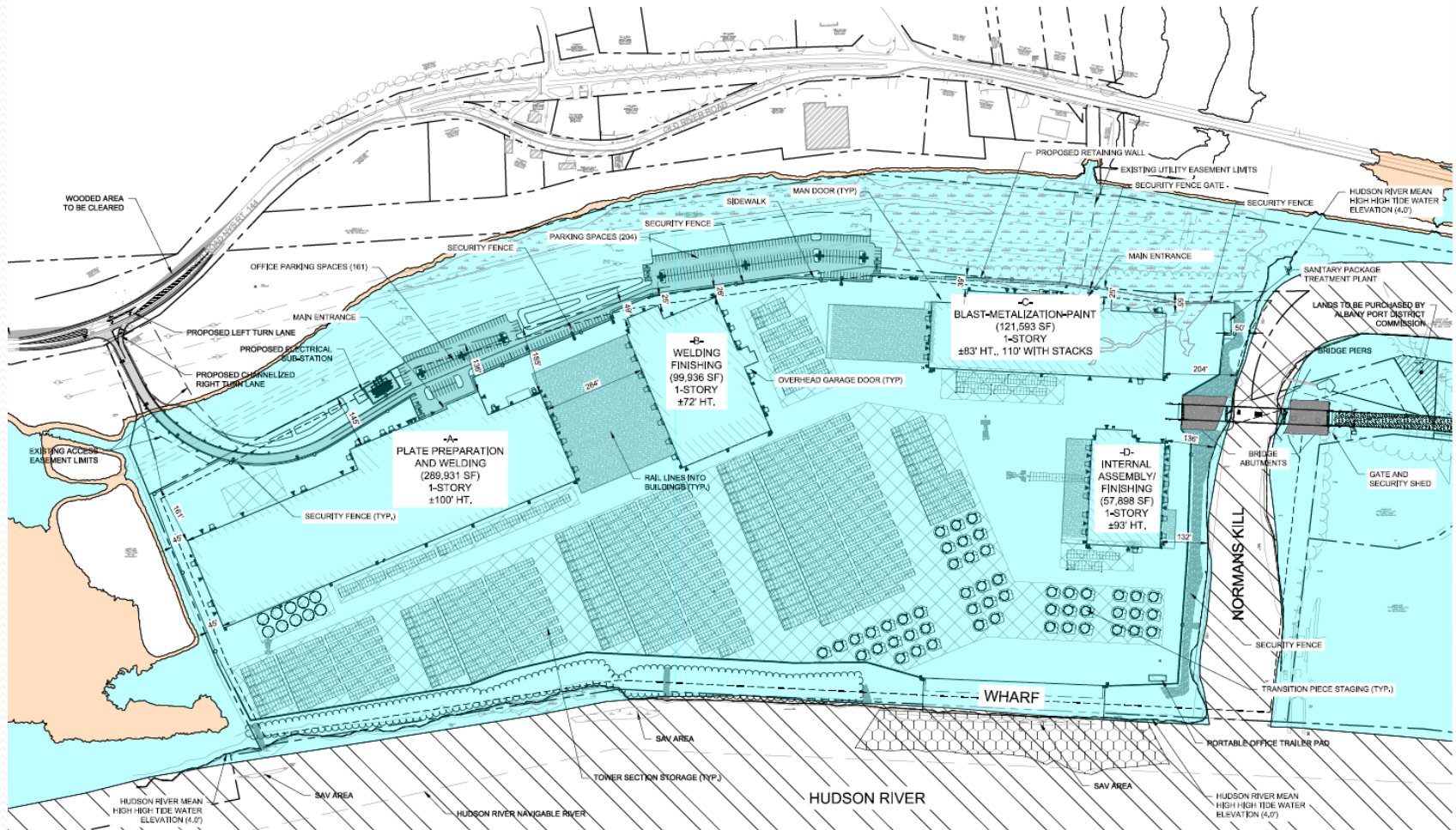
# Supplemental Final Environmental Impact Statement

## Final Finding SEQRA Statement Approval 3/15/22

Below are the relevant updates from what was previously studied in the FGEIS and updated in the FSEIS to reflect the proposed development:

- Updated Site Plans
  - National Grid Property Utilization
  - 626,000 SF Buildings
  - 390 total Parking Spaces
- Air Impact Analysis per NYSDEC DAR-1 and DAR-10 guidance
  - No impact to the surrounding community
- Traffic Impact Study
  - Less peak hour traffic than studied in the FGEIS
  - No additional impacts from that stated in the FGEIS
  - All deliveries to 700 Smith Boulevard within the existing Port District
- Visual Impact Assessment
  - GEIS approved maximum building Height of 85'
  - FEIS increased maximum building height from 85 feet to 110 feet
- Drainage Report & Design
  - Reduced imperviousness by preserving existing Hudson River shoreline
  - Using BMP within National Grid property
- Soil Management Plan
  - All existing soil to remain on the property

# Development within Normans Kill 100-year Floodplain

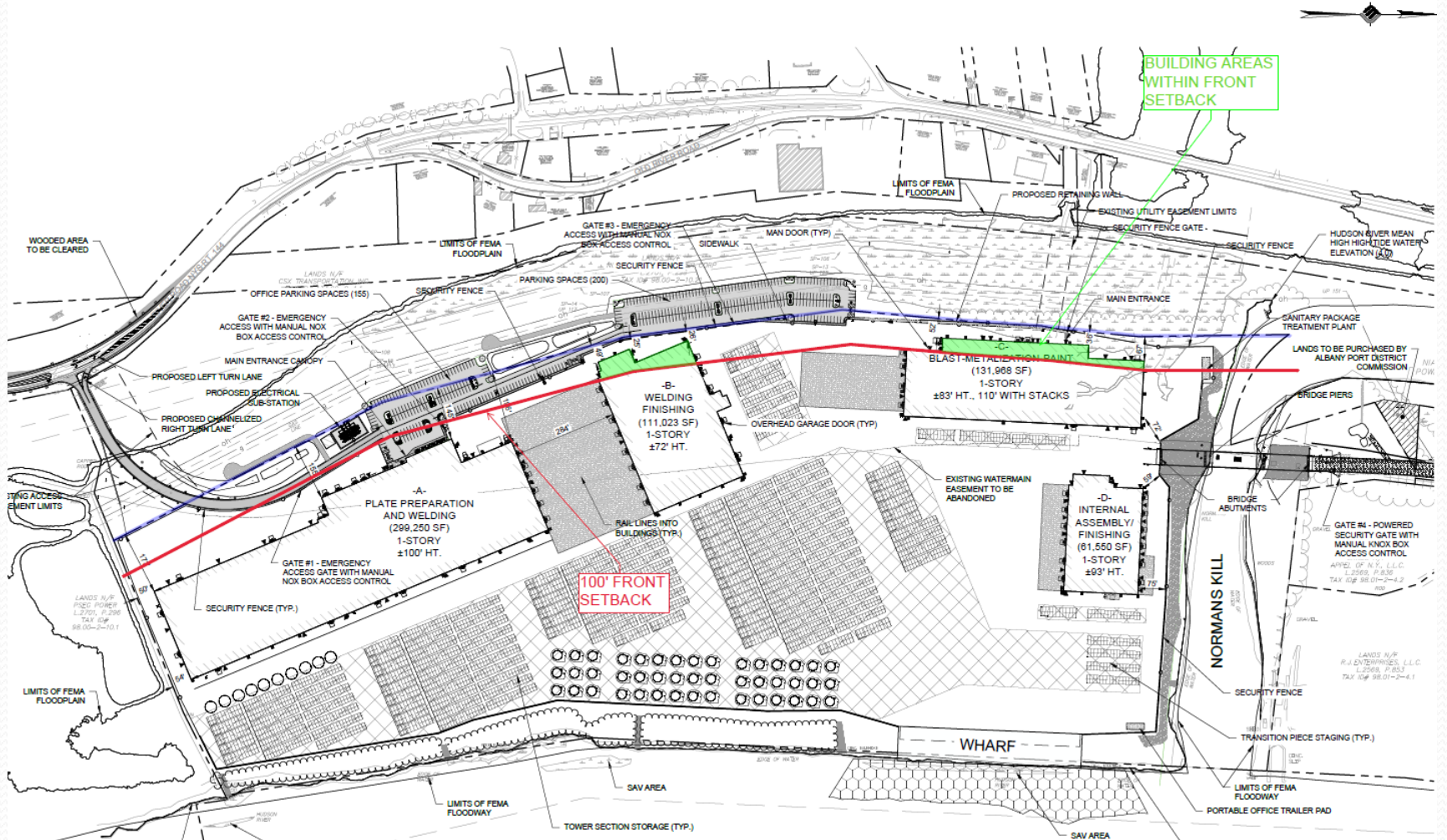


# Development within Normans Kill 100-year Floodplain

- No change in character of the Neighborhood as the Floodplain has existing industrial development to the North (Port District) and the South (PSEG Power Plant).
- The entire site is within the 100-year Floodplain, therefore the only alternative would be a different site. This site was selected by the State of New York for development of Off-shore Wind Development.
- The development will raise the site to allow the building finished floor elevation to be at elevation 21.0', which is 3' above the current 100-year floodplain elevation.
- The development will protect the Normans Kill shoreline from erosion with stone fill and live stakes while 1700' of the Hudson shoreline will contain a vegetation buffer to the project to minimize the impacts of the development.
- This site was a pre-selected site for off-shore wind manufacturing; therefore, this variance was not self-created by the applicant.



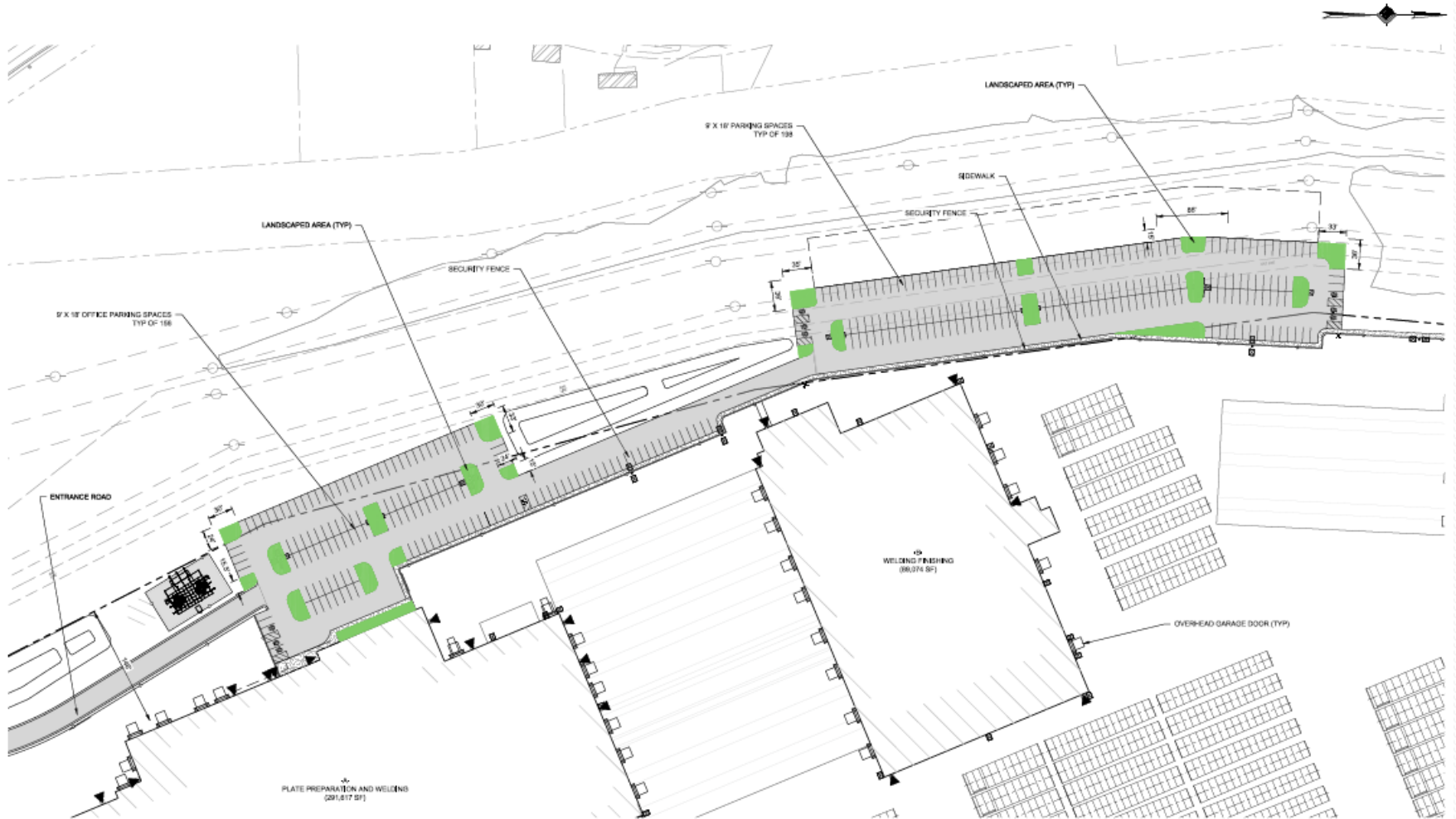
# Front Setback Variance – 25' Provided vs 100' Required



# Front Setback Variance – 25' Provided vs 100' Required

- No change in character of the Neighborhood as the setback is to the existing National Grid utility corridor and includes development easement onto their property to accommodate the project. The setback is not to a public ROW.
- The entire site is being utilized to accommodate the production requirements for the fabrication, staging and storage of the Tower and Transition Pieces. Given the site's unique orientation and location on the Hudson River and Normans Kill there are no other alternatives.
- The proposed variance is not substantial since the building will meet the code required side setback from the property line (25').
- No adverse environmental impacts are anticipated as the development's site plan has gone through the GEIS and SEIS SEQRA processes and the SEQRA finding statement has been approved by the lead agency.
- This site was a pre-selected site by the State of New York for off-shore wind manufacturing and the entire site is being utilized; therefore, this variance was not self-created by the applicant.

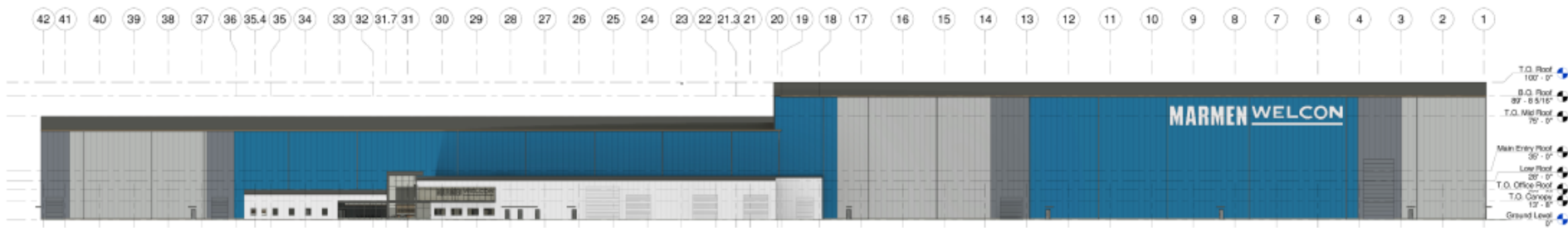
# Landscaping Area – 8.2% Provided vs 10% Required



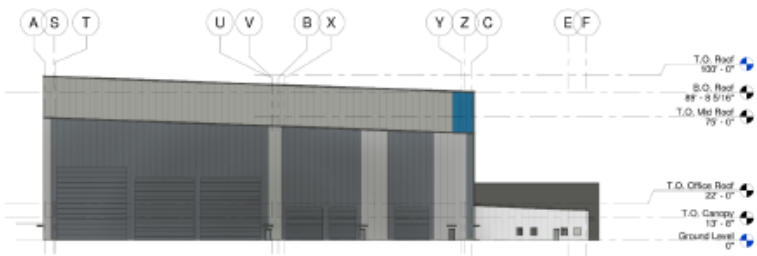


## Landscaping Area – 8.2% Provided vs 10% Required

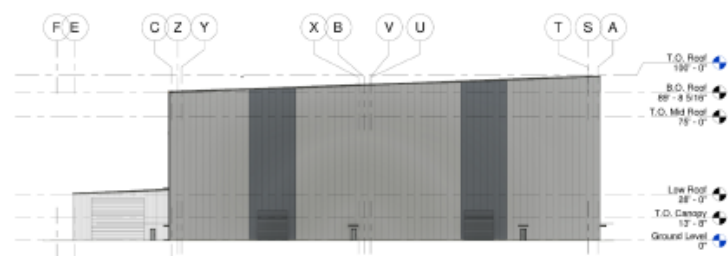
- There is no change in character of the neighborhood since little to no parking lot landscaping is present within the Port District immediately to the north, the PSEG plant to the south or the National Grid property to the West.
- The parking areas include the minimal number of required parking spaces for the facility. Any additional parking lot expansion to accommodate landscaping would require further encroachment onto National Grid Property.
- The 8.2% of parking lot landscaping is provided within the parking field; however additional building foundation landscaping and landscaping around the ponds will also be provided as part of the project as mitigation for this variance.
- No adverse environmental impacts are anticipated as the development's site plan including landscaping has gone through the GEIS and SEIS SEQRA processes and the SEQRA finding statement has been approved by the lead agency.
- This site was a pre-selected site for off-shore wind manufacturing and the entire site is being utilized; therefore, this variance was not self-created by the applicant.



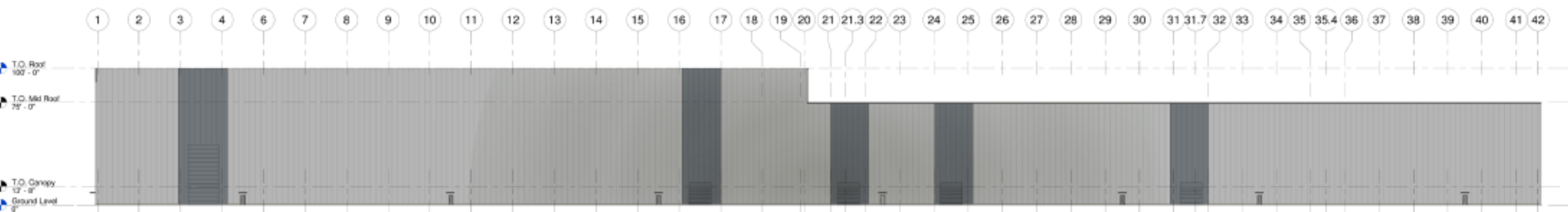
1 West Elevation - Presentation  
A-0004 1/32" = 1'-0"



1 North Elevation - Presentation  
A-0004 1/32" = 1'-0"



2 South Elevation - Presentation  
A-0004 1/32" = 1'-0"

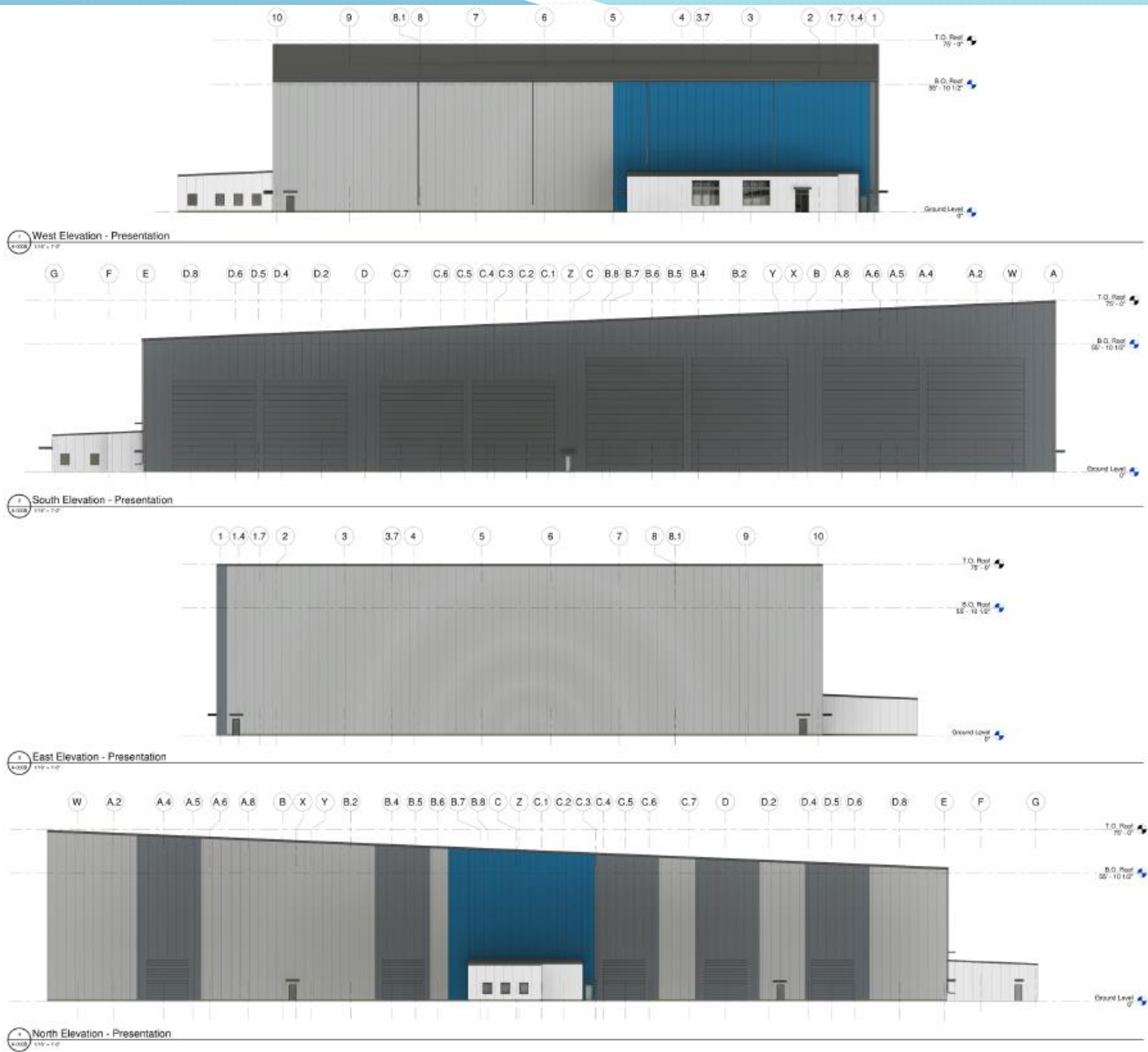


3 East Elevation - Presentation  
A-0004 1/32" = 1'-0"

# Building A – Elevations (100' Max)

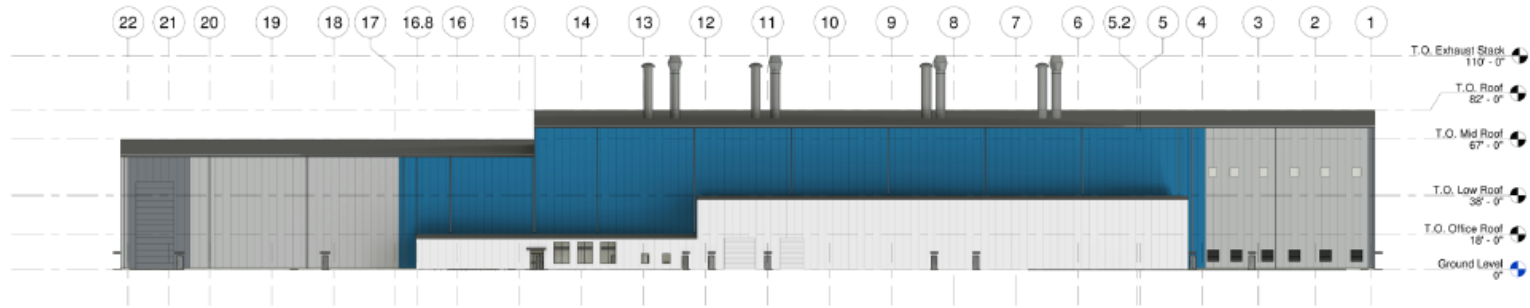


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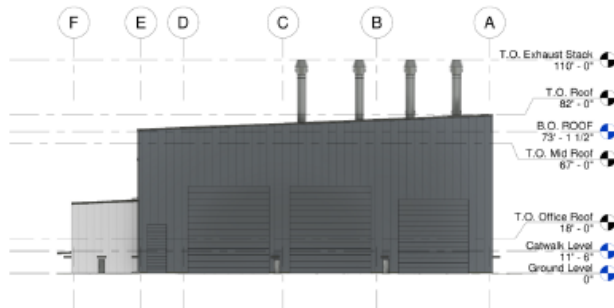


# Building B – Elevations (72' Max) McFarland Johnson

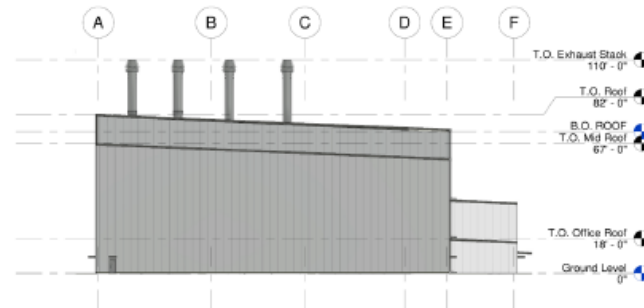




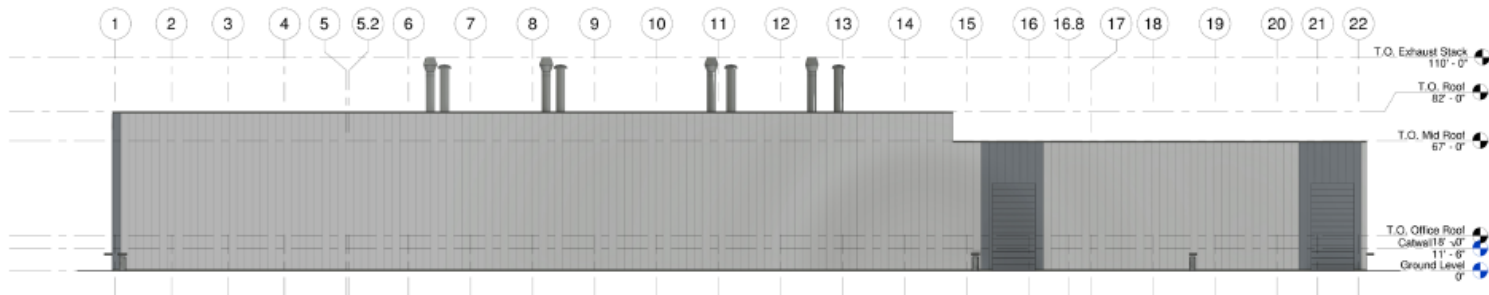
1 West Elevation - Presentation  
A-0000 1/32" = 1'-0"



3 South Elevation - Presentation  
A-0000 1/32" = 1'-0"



2 North Elevation - Presentation  
A-0000 1/32" = 1'-0"

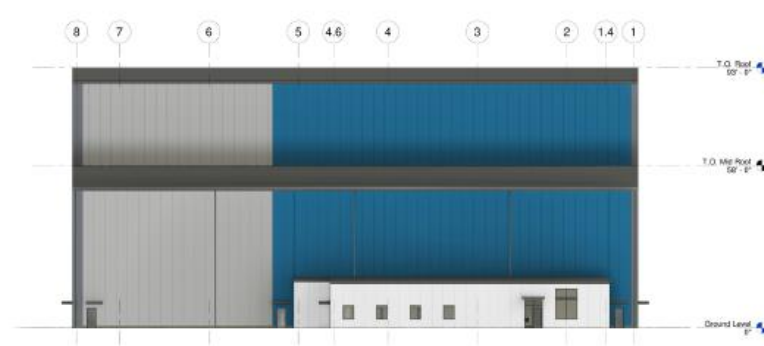


4 East Elevation - Presentation  
A-0000 1/32" = 1'-0"

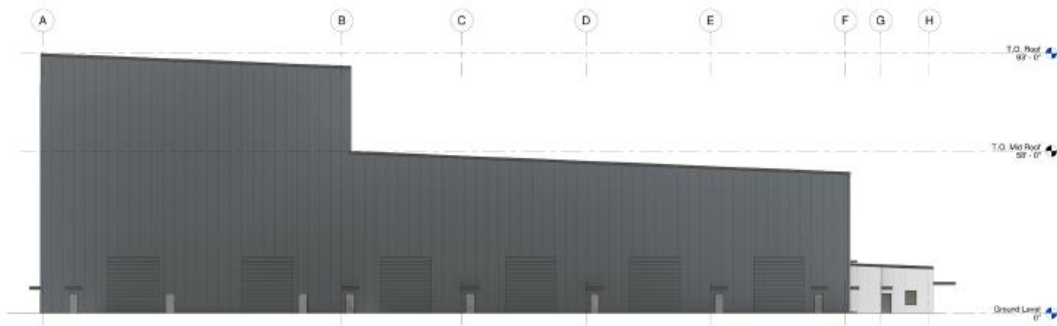
# Building C – Elevations (83' Bldg, 110' Stacks Max)



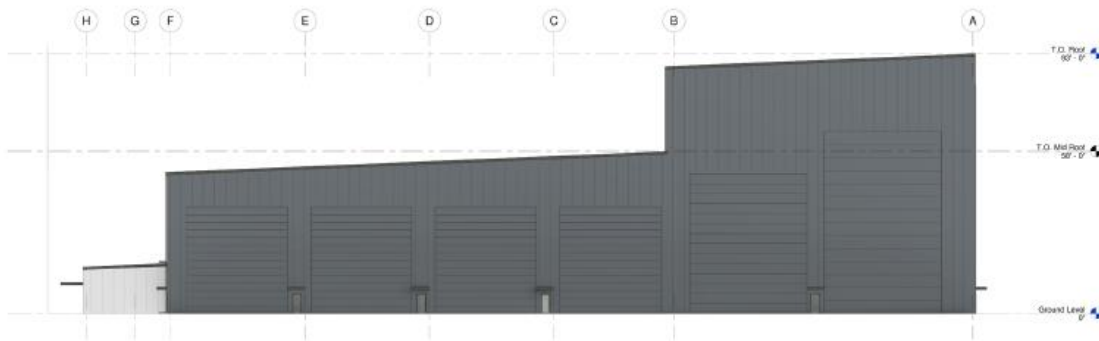
2 East Elevation - Presentation  
1/8" = 1'-0"



1 West Elevation - Presentation  
1/8" = 1'-0"



2 North Elevation - Presentation  
1/8" = 1'-0"



2 South Elevation - Presentation  
1/8" = 1'-0"

# Building D – Elevations (93' Max) McFarland Johnson

# Photo Simulations



Location 1: at the end of Normanskill Street  
looking south into the site.



# Photo Simulations



Location 2: at northwest property line of the project looking east into the site.

# Photo Simulations



Location 3: on NYS Route 144 at the proposed southwest entrance to the project looking east into the project site.



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# Photo Simulations



Location 4: on Glenmont Road at the location of cleared vegetation allowing a view of the Hudson valley looking east toward the project.



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# Photo Simulations



Location 6: on 23 Old River Road looking east into the project site (winter).

# Photo – Surrounding Area



PSEG Location Immediately South of Proposed Project Site



# Photo – Surrounding Area



Port District Tenant Location Immediately North of Proposed Project Site



# Photo Simulations



Video on the Hudson River looking west into the site  
form South to North

# Building Height – 100’ Provided vs 60’ Code Maximum

- No change in character of the neighborhood as there are 260’ tall stacks immediately to the south at the PSEG plant and multiple buildings, storage tanks and stacks in excess of 100’ immediately to the north within the existing Port District.
- A heights of each building are needed because that is the minimum height required to allow for the manufacturing of the 32-foot diameter by 164-foot long tower sections. The height of the overhead cranes within the building and the building roof structure are at the minimum height required for safety, operations and building code requirements.
- The variance is not substantial when considered with the surrounding properties that include structure heights up to 260’.
- The SEQRA review included a detailed Visual Impact Assessment that was reviewed by the Lead Agent as well as other involved agencies during the GEIS and SEIS SEQRA processes. Approval of the SEQRA finding statement has been issued and “No Adverse Impacts” letters received from surrounding sensitive receptors.
- The requirements for manufacturing the tower and transition piece section require building heights taller than 60’ due to the size of the product and production equipment.

*Thank You!*  
*Questions and Comments*