

**Town of Rotterdam
Planning Commission
May 20, 2025**

Workshop (2nd Floor Conference Room) – 7:00 pm

1. **Ofran Aldhala - 1517 Helderberg Avenue.** The applicant requests a Waiver of Site Plan review to operate a market and deli in the former Little Super, ±2,764 square feet, on a ±0.22-acre parcel.
2. **Shouchao Li - 1879 Altamont Avenue (Unit 6).** The applicant requests a Waiver of Site Plan review to operate a Chinese restaurant, in ±2,750 square feet existing tenant space, former Weight Watchers, in Price Chopper Plaza (±10.55 acres).
3. **Robert Mallozzi – 6-8 Montebello Court.** The applicant requests a Waiver of Site Plan review to construct a ±1,000 square foot attached addition and create a second dwelling unit onto an existing ±3,252 square foot single family residence on a ±4.38-acre parcel.

Agenda (V. Dalton Bambury Hearing Room 2nd Floor) – 7:30 pm

*Tentative Town of Rotterdam Planning Commission May 20, 2025
Approval of the Summary of Minutes May 6, 2025*

1. **Mark DeMeo (owner) and Dominic Leone (owner and contract vendee) – Willow Drive & Suffolk Avenue.** Final Three (3) Lot Major Subdivision with Boundary Line Adjustments Public Hearing: Lot #1= ±2.1 acres with proposed improvements to Willow Drive and the construction of a single-family residence. Lot #2 = ±24,351 square feet with proposed improvements to Suffolk Avenue and the construction of a single-family residence. Lot #3 = ±5.3-acre boundary line adjustment to consolidate lands and increase the lot size of an existing developed lot. Surveyor: Blackstone Land Surveyors.
2. **MRL Ventures, LLC – 1900 Altamont Avenue.** Sketch/Preliminary Site Plan/Special Use Permit review to convert a former ±2,331 square foot bank with a drive-thru into a fast-food restaurant with drive-thru on a ±0.59-acre parcel. Engineer: Bohler Engineering.
3. **RMB Mechanical Inc. – 1442 Fern Avenue.** Final Site Plan review to construct a ±9,600 square foot addition onto an existing ±7,280 square foot commercial building located on a ±4.65-acre parcel. Engineer: ABD Engineers LLC.
4. **Lecce Senior Living Phase II – 2200 Helderberg Avenue/Helderberg Avenue.** Preliminary Site Plan review for the construction of Phase II of Whispering Pines Senior Living consisting of 119 independent living units, 108 memory care units and 144 assisted living units on a 13.71-acre parcel. Engineer: Steenburgh Consulting Engineering, PLLC.
5. **BW Solar Holding, Inc. – Putnam Road.** Conceptual Site Plan/Special Use Permit to develop Two (2) 5-megawatt solar energy facilities on approximately 53 acres of property. Engineer: Fisher Associates.
6. **Peter Road, LLC – 759 Peter Road.** Conceptual Site Plan Review to construct 16 condominiums (four building containing 4 units each) on a ±2.41-acre parcel. Engineer: Steenburgh Consulting Engineering, PLLC
7. **Thomas Beliveau – 812 County Line Road.** Concept/Sketch Two (2) Lot subdivision: Lot #1 = ±4.78-acres (proposed Single-Family Residence) & Lot #2 = ±5.30-acres (existing Single-Family Residence). Engineer: ABD Engineers LLC.

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DPW Comments
May 20, 2025

1. Mark DeMeo (owner) and Dominic Leone (owner and contract vendee) – Willow Drive & Suffolk Avenue. Final Three (3) Lot Major Subdivision with Boundary Line Adjustments Public Hearing: Lot #1= ±2.1 acres with proposed improvements to Willow Drive and the construction of a single-family residence. Lot #2 = ±24,351 square feet with proposed improvements to Suffolk Avenue and the construction of a single-family residence. Lot #3 = ±5.3-acre boundary line adjustment to consolidate lands and increase the lot size of an existing developed lot. Surveyor: Blackstone Land Surveyors.

1. Final Fees Due:	Application Fee	\$150.00 (paid 10/8/24)	
	Parkland Fees	\$2250.00 (paid 7/19/10)	\$750.00 (due)
	Lot Fee	150.00 (paid 7/19/10)	\$450.00 (due)
	Advertising 2009	43.05 (paid 7/19/10)	
	<u>Advertising 2025</u>		<u>\$40.70 (due)</u>
			\$1240.70

2. See attached minutes from October 14, 2024.
3. Approval is conditioned upon applicant addressing all Town Designated Engineer (TDE) and Rotterdam Department of Public Works (DPW) comments.
4. Final approval is contingent upon receiving permits from the Town of Rotterdam Highway Department for access onto Willow Drive and Suffolk Avenue.
5. The developer shall be required to enter into a three-party contract with the Town of Rotterdam and an engineering firm(s) to provide construction oversight for all infrastructure improvements (both public and private) and compliance with Town of Rotterdam and NYSDEC stormwater regulations.
6. Limits of clearing shall be clearly delineated on the subdivision map for Lot #1. Modify note to read: “No clearing, construction, or fill material is permitted below existing top of bank.”
7. Add note to plan: “Prior to the issuance of building permits for Lot #1, the developer shall construct all improvements as shown on the map entitled “PROPOSED GRADING 7 CROSS-SECTION OF “T” TURNAROUND AREA AT NORTH END OF WILLOW DRIVE” dated August 7, 2009 and updated December 6, 2024. Improvements must be approved by the Town Engineer, Highway Superintendent, and Planning Commission Chairman and accepted by the Rotterdam Town Board prior to the issuance of a certificate of occupancy.”
8. Limits of clearing shall be clearly delineated on the subdivision map for Lot #2. Add note to plan: “No clearing, construction, or fill material is permitted in this area.”
9. Add note to plan: “Prior to the issuance of building permits for Lot #2, the developer shall construct all improvements as shown on the map entitled “ROAD PROFILE AND CROSS-SECTION OF PROPOSED EXTENSION OF SUFFOLK AVENUE dated March 6, 2009 and updated December 6, 2024. Improvements must be approved by the Town Engineer, Highway Superintendent, and Planning Commission Chairman and accepted by the Rotterdam Town Board prior to the issuance of a certificate of occupancy.”

10. The applicant shall provide the Town of Rotterdam Department of Public Works paper and electronic file copies of the utility “As-Built Record Drawings” upon completion and testing of the utilities.
11. Add school district boundary to final maps prior to signature.
12. Prior to the issuance of Site Development and/or Building Permit(s) by the Town of Rotterdam, the applicant shall attend a pre-construction meeting with the Building Inspector, DPW staff, and the TDE to confirm the completion of the above stated conditions.

DPW Comments from October 15, 2024

1. Subdivision was approved by the Rotterdam Planning Commission on October 6, 2009 but never filed. See attached resolutions, DPW comments, TDE comments, and verbatim minutes.
2. Due to the 15+ years that have elapsed, the subdivision will need to be revisited and approvals from the current Highway Superintendent secured for the proposed turnaround located at the terminus of Willow Drive and Sandy Lane.

DPW Comments from October 6, 2009

- 1) Approval is conditioned upon applicant addressing all Town Designated Engineer (TDE) and Rotterdam Department of Public Works (DPW) comments and full and final approval of the TDE and DPW.
- 2) Final approval is contingent upon receiving permits from the Town of Rotterdam Highway Department for access onto Willow Drive and Suffolk Avenue.
- 3) The developer shall be required to enter into a three-party contract with the Town of Rotterdam and an engineering firm(s) to provide construction oversight for all infrastructure improvements (both public and private) and compliance with Town of Rotterdam and NYSDEC stormwater regulations.
- 4) The applicant shall provide the Town of Rotterdam Department of Public Works paper and electronic file copies of the utility “As-Built Record Drawings” upon completion and testing of the utilities.
- 5) Prior to the issuance of Site Development and/or Building Permit(s) by the Town of Rotterdam, the applicant shall attend a pre-construction meeting with the Building Inspector, DPW staff, and the TDE to confirm the completion of the above stated conditions.
- 6) All lot corners shall be pinned and capped prior to the Chairman’s Signature for all lots in the subdivision and shall be shown on the as-built drawings.
- 7) Add note to plans and place on detail sheets: “All fire hydrants shall be equipped with a 4’ galvanized spring flag with reflective bands.”
- 8) Add note to plan: “Water lines shall not be installed underneath driveways for residential lots.”
- 9) Add note to plan: “No stockpiling or burying of debris, slash, stumps, or construction material is permitted.”

- 10) Add note to plan: “All fill material to be utilized on site shall meet the requirements of Chapter 17 and Chapter 18 of the New York State Building Code and verified by the Rotterdam Building Inspector.”
- 11) Area below top of bank of Lot #1 shall be crosshatched on subdivision map and note added that no construction or fill material is permitted.

DPW Comments from July 23, 2009

1. Add perc and deep hole tests witnessed by Schenectady County Health, Rotterdam Building Inspector, and Town Designated Engineer.
2. Proposed Lot #1 has a woodshed encroaching on it from the neighboring property.
3. **ADD THE FOLLOWING WETLAND NOTES TO THE SUBDIVISION:**
 - a) The Town of Rotterdam has no control over and accepts no responsibility for future drainage problems that could occur in wetland areas. This pertains whether such problems are a result of leaving the areas as they presently exist, or a result of future lot owners filling in or around the areas without regard for the local drainage patterns.
 - b) For all lots having state and/or federally regulated wetlands, such wetlands will be shown on the plot plans submitted to the Town Building Department for a building permit.
 - c) The deeds conveying these lots shall contain a statement that state and/or federally regulated wetlands exist within the bounds of the deeded lot. Any disturbance, filling, excavating, grading, or re-grading of the wetlands will require authorization from state and/or federal regulatory authorities. No construction or building activities whatsoever is permitted in these areas.
 - d) All wetlands that are not shown as disturbed areas on this map shall remain undisturbed during project construction. Prior to commencement of any construction activity in the vicinity of such areas, the undisturbed wetlands shall be field located and delineated with protective fencing erected at their boundary.
4. Provide legal descriptions for all proposed right of way and land dedication to the Town of Rotterdam.
5. All infrastructure improvements for proposed roadway improvement and t-turnaround areas shall be constructed to Town Roadway Standards and shall be reviewed and supervised by the Town Designated Engineer during construction.

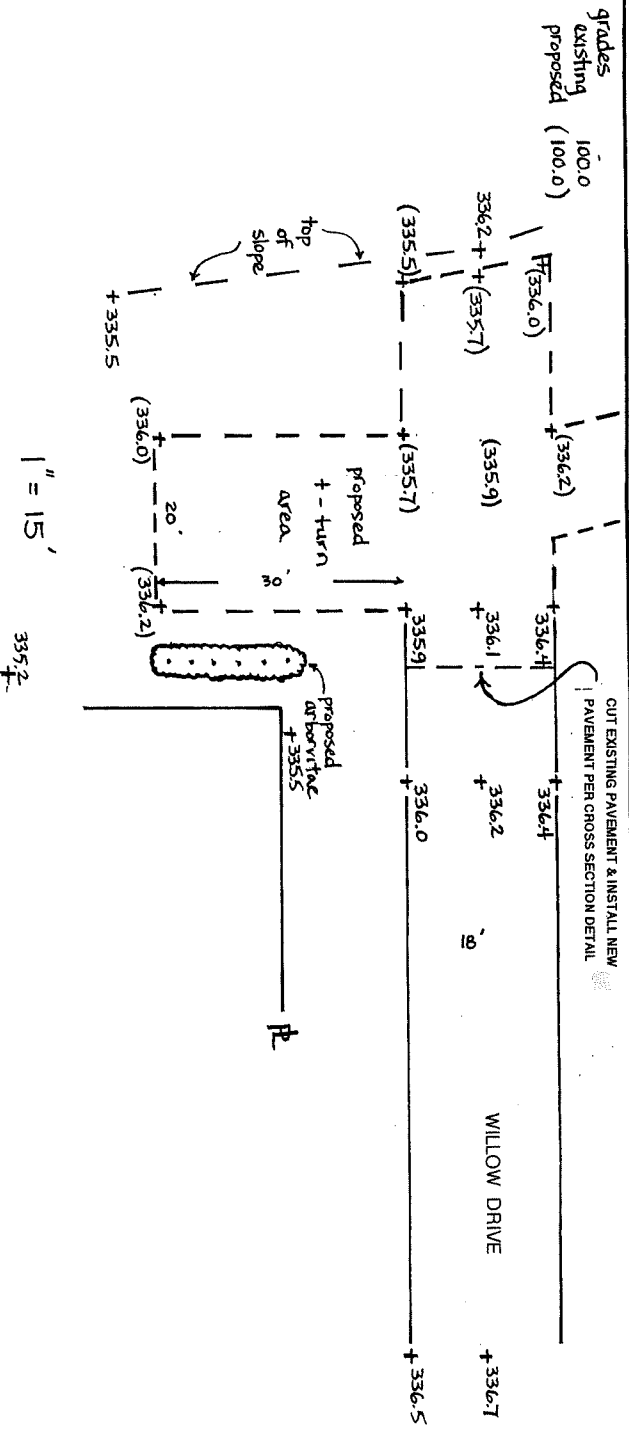
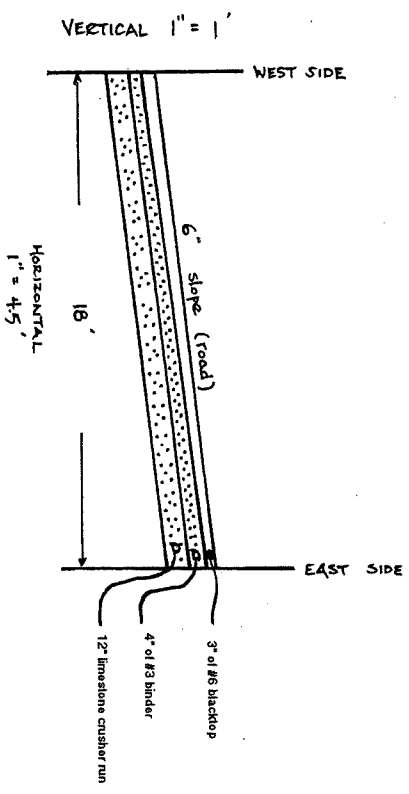
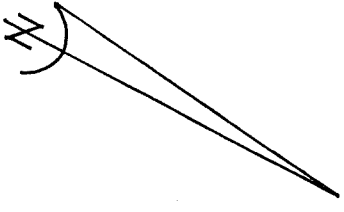
DPW Comments from March 3, 2009

1. Discussion of utilities, extension of town roadway and easements must occur with DPW and Town Highway Superintendent. Maps should be amended to show existing and proposed improvements.
2. Contour lines must be added to depict drainage and useable space.
3. Perc tests and deep hole tests must be performed and witnessed by SCDOH and the Town. Data should be added to the subdivision map.
4. Show wetland areas.

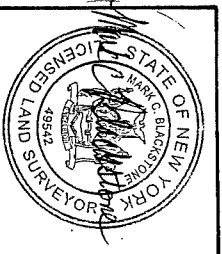
SEQR Requirement: 6 NYCRR 617 Unlisted Action. The Planning Commission adopted a Negative Declaration on October 6, 2009.

Involved/Interested Agencies

Schenectady County Planning Department
Schenectady County Department of Health
New York State Department of Environmental Conservation – Region #4
United States Department of Army, Corps of Engineers
Rotterdam Highway Department
Rotterdam Police Department
Fire District #2
Mohonasen School District
Schenectady School District



Revised 12/06/24 as per Highway Dept. comments

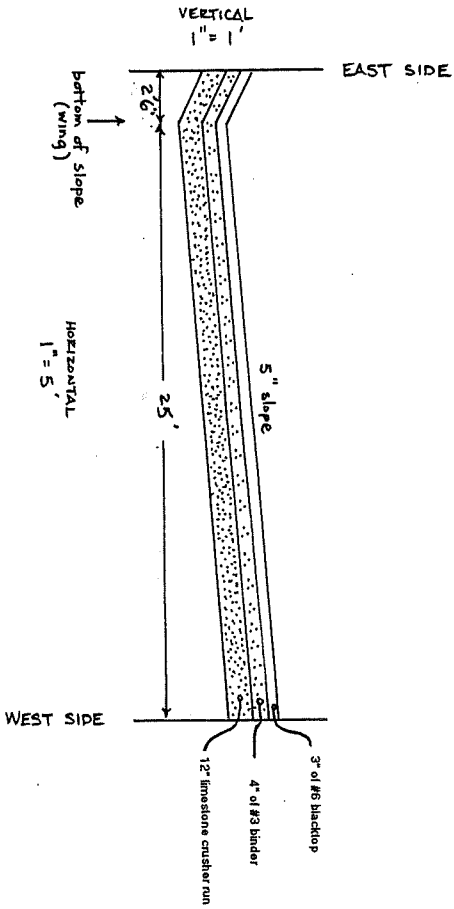
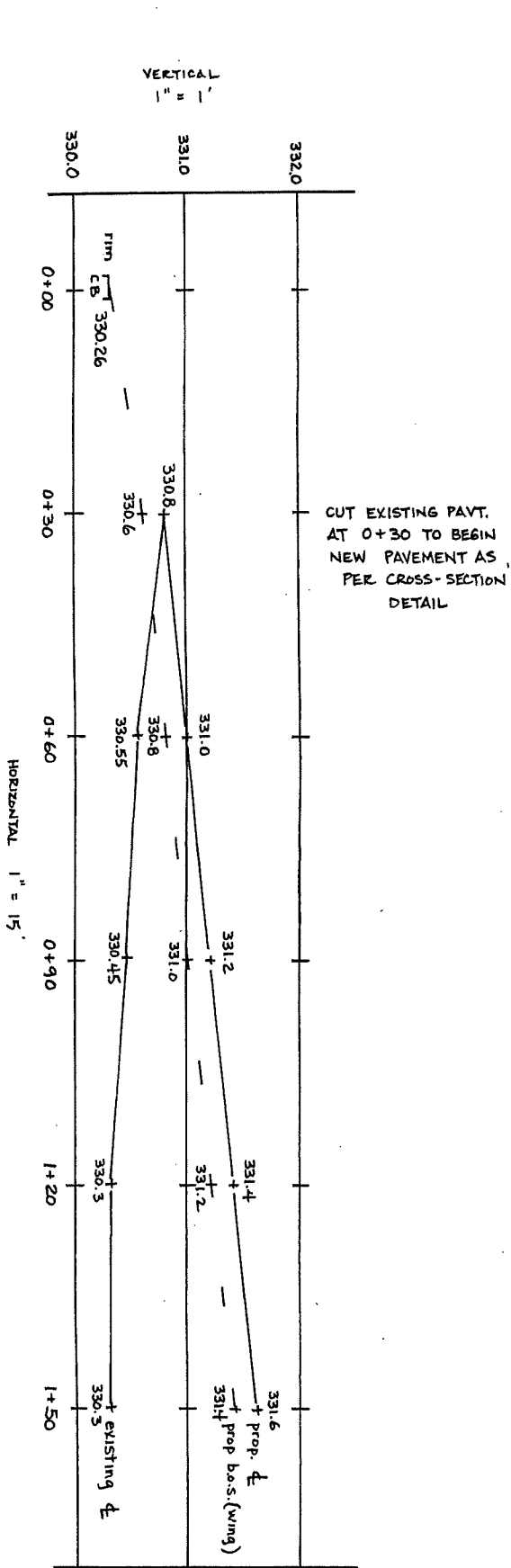


PROPOSED GRADING & CROSS-SECTION OF
 "T" TURN AREA AT NORTH END OF WILLOW DRIVE

TOWN OF ROTTERDAM
 SCHENECTADY COUNTY, N.Y.

SCALE: AS SHOWN
 AUGUST 7, 2009

BLACKSTONE LAND SURVEYORS
 1152 FORT HUNTER RD. SCH'DY, NY 12303

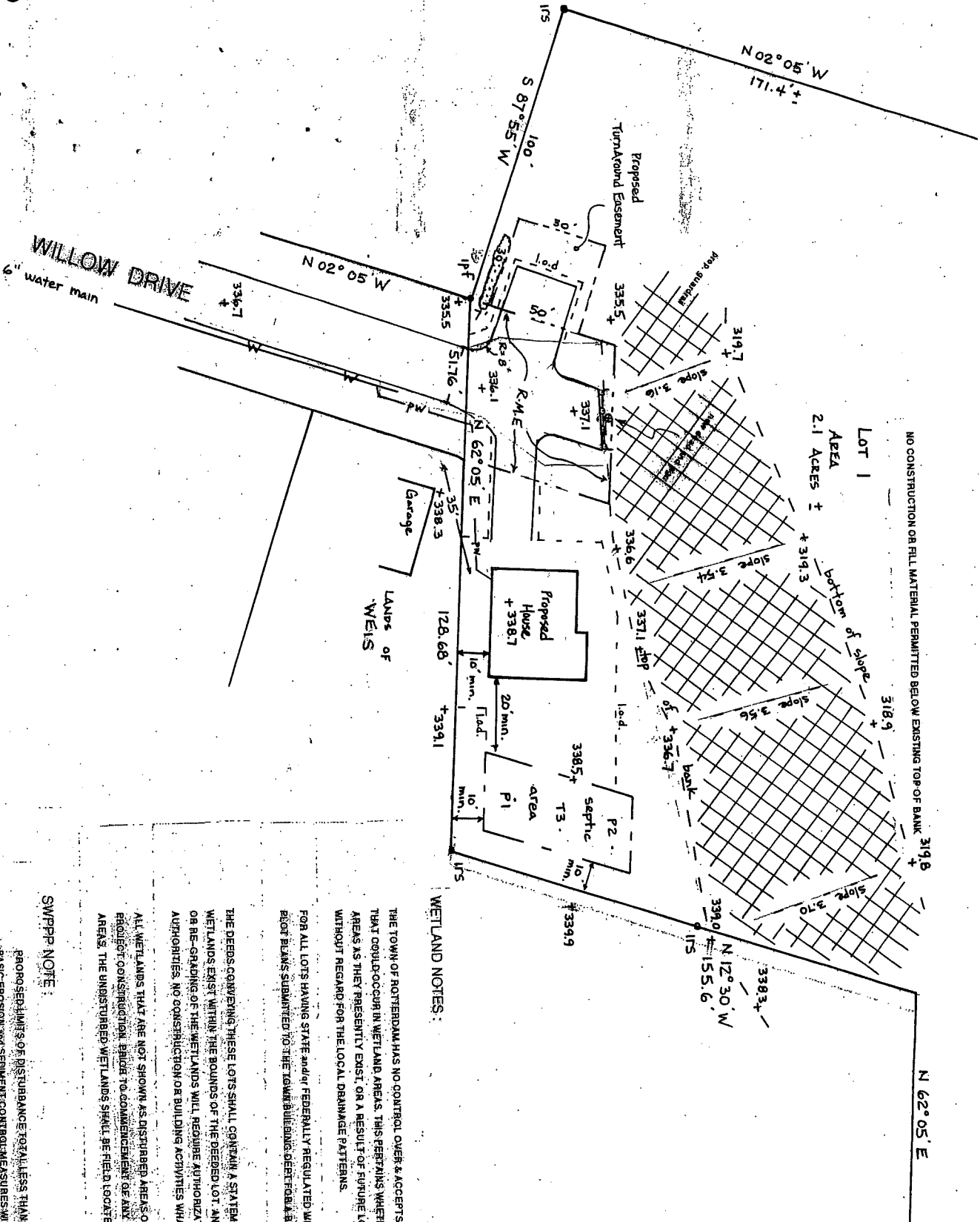


ROAD PROFILE & CROSS-SECTION OF
PROPOSED EXTENSION OF SUFFOLK AVENUE

TOWN OF ROTTERDAM
SCHENECTADY COUNTY, N.Y.

BLACKSTONE LAND SURVEYORS
1152 FORT HUNTER RD. SCHDLY, NY 12303

SCALE: AS SHOWN
MARCH 6, 2009



NO CONSTRUCTION OR FILL MATERIAL PERMITTED BELOW EXISTING TOP OF BANK 319.8

LOT 1
AREA
2.1 ACRES ±

SCALE 1" = 30'

WETLAND NOTES:

THE TOWN OF ROTTERDAM HAS NO CONTROL OVER & ACCEPTS NO RESPONSIBILITY FOR FUTURE DRAINAGE PROBLEMS THAT COULD OCCUR IN WETLAND AREAS. THIS PERTAINS WHETHER SUCH PROBLEMS ARE A RESULT OF LEAKING AREAS AS THEY PRESENTLY EXIST, OR A RESULT OF FUTURE LOT OWNERS' FILLING IN OR AROUND THE AREAS WITHOUT REGARD FOR THE LOCAL DRAINAGE PATTERNS.

FOR ALL LOTS HAVING STATE AND/OR FEDERALLY REGULATED WETLANDS, SUCH WETLANDS WILL BE SHOWN ON PLOT PLANS SUBMITTED TO THE TOWN ENGINEERING DEPARTMENT FOR ABLD'S REVIEW.

THE DEEDS COVERING THESE LOTS CONTAIN A STATEMENT THAT THE STATE AND/OR FEDERALLY REGULATED WETLANDS EXIST WITHIN THE BOUNDS OF THE DEEDED LOT. ANY DISTURBANCE, REMOVAL, EXCAVATING, GRADING OR RE-GRADING OF THE WETLANDS WILL REQUIRE AUTHORIZATION FROM STATE AND/OR FEDERAL REGULATORY AUTHORITIES. NO CONSTRUCTION OR BUILDING ACTIVITIES WHATSOEVER ARE PERMITTED IN THESE AREAS.

ALL WETLANDS THAT ARE NOT SHOWN AS DISTURBED AREAS OR THIS STATE SHALL REMAIN UNDISTURBED DURING PROPOSED CONSTRUCTION. UNDER NO CIRCUMSTANCES SHALL ANY CONSTRUCTION ACTIVITY IN THE VICINITY OF SUCH AREAS. THE UNDISTURBED WETLANDS SHALL BE FIELD LOCATED & DEMARCATED WITH PROTECTIVE FENCING OR

SWPPP NOTE:

PROPOSED LIMITS OF DISTURBANCE TOTAL LESS THAN 0.5 ACRES. BUT BASIC EROSION AND SEDIMENT CONTROL MEASURES WILL BE UTILIZED.

1. **Mark DeMeo (owner) and Dominic Leone (owner and contract vendee) – Willow Drive and Suffolk Avenue. Three (3) Lot Major Subdivision with Boundary Line Adjustment: Lot #1 = 2.1 acres with proposed improvements to Willow Drive and the construction of a single-family residence. Lot #2 = 24,351 square feet with proposed improvements to Suffolk Avenue and the construction of a single-family residence. Lot #3 = 5.3-acre boundary line adjustment to consolidate lands and increase the lot size of an existing developed lot. Surveyor: Blackstone Land Surveyors.**

Ms. Scannell: Very good. All right. Looks like you're our big show for the night.

Mr. Blackstone: It's happened before.

Ms. Scannell: Welcome.

Mr. Blackstone: My name is Mark Blackstone with the Survey office here in Rotterdam, representing the DeMeo and Leone subdivision, reactivating its last point of approval, I believe, was in 2009. What we have here is a quick explanation. The property was picked up from the town in an auction, and Mr. DeMeo bought the land. But the question here, actually a little bit more than that, he sold a piece for a building lot off of Esther Street and sold the piece for a building lot off of Wedgewood. And we're working our way, allegedly, to the last lot because the rest of the land is not usable. So, Willow is the last self-standing lot. That would be Lot #1. He sold the remaining lands which ran in behind the lands of the Leone, which is an early extension of Suffolk, and along the northerly rear boundary of lots on Sandy Lane. Running all the way behind all of those lots.

What the process did previously provided multiple hoops to be jumped through, each with rightful cause. But it was a lengthy procedure that left us with, Lot #1 had previously been encumbered with the opportunity for the town to continue their stormwater drainage and snow plowing storage at the end of all these dead-end streets. So, we created existing road maintenance easements. So, at the end of Willow there was one, as well of Wedgewood and Esther.

In addition to that road maintenance easement, the town requested and required a proposed turnaround easement to provide space for the town's snowplow to continue pushing the snow, but also a T end of it so that they could push the snow back up and then leave the dead-end street. There were a lot of inquiries and/or complaints through the years relative to the noise that the backup makes on these dead-end streets because it's annoying. So, additionally for Lot #1, meeting with a town-designated engineer, reviewing the slope limitations, and identifying the top of slope to be the limits of disturbance addressed any concerns relative to filling the area. So that is shown, depicted by the red cross-section area. So those were the primary hoops to be jumped through for Lot #1.

Meeting all of those, we moved on to Lot #2, which had the additional proposed turnaround easement for the town's snowplow. We put through an additional snow storage easement for the town at the northerly end of what would be approximately 87' of the extension of Suffolk Avenue to create access for the proposed lot and allowing the plow to push on past the T turnaround without once again encumbering fewer people on Suffolk with the backup. They were happy to take an opportunity to seize the suggestion to incorporate it on Suffolk also.

So, what I've done, the sections on the lower portion of the map that are in green are limits of existing pavement. The part shown in blue is the proposed extension with the T turnaround to provide access to each of the two lots. And I believe, as I can see from this angle, that's about it. I have a little bit of orange in here on the limits of disturbance to identify that we are staying away by plan from the top of slope, but still have the potential to use a little bit of additional space in the event that it becomes necessary. Although, the layout for Lot #1 does not necessarily need it, but it could come in handy for an extra width driveway or something of that nature.

Ms. Scannell: So, to seek some clarification, I see the note on the map that 10-1-2024 was updated. So, with your green and yellow and orange and pink, is that the updated part?

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Mr. Blackstone: Nothing has been updated other than names of current adjoining property owners. Everything else is as it was, except some of the properties have been expanded, none of which have any consequence relative to the proposed lots here. The divest parcel got larger and many of the adjoiners have changed hands in 15 years. Many haven't, but the most revisions or updates have been done to any of the design concept because at that point in 2009, after getting an area variance for lot one from the Zoning Board of Appeals, we did receive negative DEC and final approval for this subdivision. It was not followed through on because Mr. DiMeo's financial restraints were above and beyond what he was capable of handling, and he couldn't even pay the fees that he had coming to pay for the town. So, the fees were paid to finalize, giving him a little bit of wiggle room, but I didn't expect 15 years of wiggle room.

Ms. Scannell: Right, I'm sure. Well, we're happy that he's in a better position and that this project hopefully will come to fruition as quickly as possible, but I'm sure your client recognizes that 15 years has passed and we're going to probably have to take a close look at this again, so that this won't be a final site plan review tonight.

Mr. Blackstone: I didn't expect it to be.

Ms. Scannell: Okay, I just wanted to make sure because it was written somewhat incorrectly on our agenda.

Mr. Blackstone: That's what I assumed.

Ms. Scannell: Perfect.

Mr. Blackstone: Yeah, like I said, the hoops that we ran through between having TDE review things, his bills were paid, regardless of the fact that none of his input was actually correct, but all the fees for the filing of the subdivision were paid, and one thing that we would request would be obviously an updated review. We'll incorporate additional fees, and the fee structures have obviously changed since 2009, but we would hope to have some degree of consideration relative to getting credit for what we've already paid, and we'd be happy to pay the balance that would represent the difference between today's costs versus what we've seen.

Ms. Scannell: So, my understanding, I did check with Lisa because I had seen it as a note from the DPW comments from 2009, and I had her double check, and the fees are okay as per Lisa.

Mr. Blackstone: Yeah. I've got a receipt from the town.

Ms. Scannell: Okay.

Mr. Blackstone: Paid in full.

Ms. Scannell: So again, I'm just wanting you to understand that this is incorrect in our agenda. That is, in fact, okay as per Lisa. And your receipt.

Mr. Blackstone: I have it in hand. It came out of my pocket.

Ms. Scannell: I see.

Mr. Blackstone: So that's where we stand. Like I said, it went through a rather thorough review. I understand it needs to be a new board, a different set of eyes, and getting up to speed with it. But the slope issue was one of the concerns, and the wetlands basically being down the bottom of the slope. So, questions relative to addressing the town's concerns about improvements to extension of the road as well as to creating the T-turnaround easements and documents, which were already prepared, and we'll have to meet with Lisa to find out what she has. It's a thick file. But I have all those documents previously prepared. What we would hope would be that the condition, if this were to move forward in a

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

favorable direction, would be to provide the necessity prior to building permit that these improvements be made and accepted by the town so as to not get stuck in the middle here.

In the past, we've requested it to be a certificate of occupancy, but I don't think the past indicates that we need to be open-minded and do anything but deny a building permit until the improvements are made on site and approved and accepted. So that's the only criteria that I have outstanding would be credit for bills paid as well as a contemplation of allowing the improvements to be made prior to building permit. Mr. DeMeo seems to be the driving force and the only one doing much building in the family and he just turned 91. I don't believe he's doing much building anymore, although he still goes to work every day. And Mr. DeMeo should be kept on a short leash.

Ms. Scannell: Excellent. Wow.

Mr. Collins: I'm on the same page on that one.

Mr. Blackstone: I don't mind it being in the minutes.

Ms. Scannell: Well, okay. Well, thank you.

Mr. Blackstone: Any questions, I'd be happy to add additional insight.

Ms. Scannell: So, one of the bigger questions I think you answered with regard to what was updated. I'm glad I didn't miss something. We don't, to the best of my knowledge, we don't have in our possession the road easement, the turnaround easement. So, if those are prepared and we can get them to our attorney, that's fantastic. It doesn't sound like it should be too tricky because you've already got them.

Mr. Blackstone: Yes.

Ms. Scannell: They're not recorded, correct?

Mr. Blackstone: Correct.

Ms. Scannell: Okay.

Mr. Blackstone: That was kind of the point of final approval was turn over the easement documentation so we can process them. Typically, that's not a huge issue, but Mr. DeMeo dropping the ball landed rather suddenly.

Ms. Scannell: I'm not trying to be like picky about anything, but I know if we don't do it right from the beginning, I don't want it to come down the road that something can't have the right address because the SBL number wasn't right. So, I just want to bring your attention that there was just a slight typo. One of the SBL numbers was off. 59.06-10-1.1 is 59.5. So, I just would like the record to show that so that when we're moving forward, we're all on the same page. I noticed that all of the notes were put on your map except one, and it had to do with the fire hydrants being equipped with galvanized spring flags and reflective bands. I note that there was some conversation back and forth about water lines, and I'm not seeing a fire hydrant on this drawing, a new fire hydrant on your plans.

Mr. Blackstone: That's correct. We were just going to come off the existing six-iron hydrant. I can show you the hydrant and its location for proximity for that purpose. I missed that portion of the approval conversation if it happened back then.

Ms. Scannell: We did have a conversation about that, and I'll open it up to the other members at this point. Clark, I'm sorry...

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Mr. Comenzo: The other thing I guess is the Chairman's getting this from the minutes, from the verbatim minutes that we have from 2009, so we can provide those to you.

Mr. Blackstone: Okay, great.

Mr. Comenzo: Bring you up to speed from 15 years ago.

Ms. Scannell: I had to be brought up to speed from 15 years ago.

Mr. Comenzo: There was some comments in there on hydrants and not being able to locate the terminus of that line, that six-inch line.

Mr. Blackstone: Right, right.

Mr. Comenzo: Which I did not remember either.

Mr. Blackstone: I recall that just doing, I don't recall the hydrant being issued. Perhaps the proximity of an existing hydrant would alleviate it, creating a situation of extensive distance away from a hydrant. So, the hydrant would definitely be added to the map. And I'll see what Lisa has. The mapping isn't always really good when they go down dead-end streets on the extension of the waterline, but I'll locate the shutoff in front of the last house in order to know that it at least went farther than that.

Ms. Scannell: Mr. Collins, questions, comments, concerns?

Mr. Collins: Well, on the waterline, if you get ahold of the Water Department, they should be able to go out there, if you request them to find the shutoff and stake the line to the very end, they can put a blue stake in for you, get a hold of Lupi or somebody out there. But I think I was out there with you today, and that line is a dead end. They should probably put a hydrant there myself, personally, if it's feasible. But if you work with the Water Department, have them stake out the waterline past this last person's house with blue stakes, that might give you a better idea. And you might want to reconnect with the new highway superintendent, that he's okay with the T-turn, Larry, because I think it was Jimmy Longo?

Ms. Scannell: Yeah.

Mr. Collins: With the new highway superintendent, you might want to check with him on that and Suffolk, too, that he's okay with what's going on there. That's just out of courtesy to him, because he's got the guys that are going to have to plow it and push the snow.

Mr. Blackstone: I've dealt with other T-turns with Larry, ideally, obviously, and as I spoke with you this afternoon, it would be nice to have a radius big enough to squeeze a turn for many instances that isn't available. So, you know, I couldn't remember who was there.

Mr. Collins: Longo.

Mr. Blackstone: I remember who preceded him. I talked to Larry about T-turn arounds so many times, I almost practically assumed he was in there.

Mr. Collins: I think it was Longo then, but that's all my comments. I mean, it's nice to get back on the tax rolls, and it's a nice neighborhood and friendly area, but, you know, I'm sure with the right TDE on it and working with it and the developer, if he goes through with it, it'll be a nice little development. That's all I have.

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Ms. Scannell: Thank you. Mrs. Flansburg.

Mrs. Flansburg: You had made a comment about maybe inaccurate findings from the previous TDE. What kinds of specific areas were they charged with looking at because of the slope and the train tracks?

Mr. Blackstone: Basically, the slope, and he called up a section of the building code relative to the slope, and said it would impact this, but he was incorrect. He didn't know what the slope was. He didn't know what the grades were given to him. So, you know, things happen.

Ms. Scannell: How did that end? Did you guys have a meeting of the minds finally?

Mr. Blackstone: I made an explanation to the planning board. No, we didn't have a meeting of the minds. He gave me a letter of his recommendations. I worked with the building inspector with the specific code definitions in application to this particular, and the building inspector made a judgment that it wasn't applicable. So, in an effort to highlight it not being applicable, I believe one of the revisions would reflect the more detailed bottom of slope. And then the town also required a note that it would be in compliance with that section. So, it's just perhaps an oversight on the TDE's part, miscalculation, or just a reference to something that could be true.

Ms. Scannell: I do appreciate Mrs. Flansburg bringing that up. It was on my mind as well. We are going to need to have a limited scope TDE helping us out with this as we move forward. At least in my mind, it would make sense. Just like it's kind of coming back to you after 15 years. My gut is saying, like, well, time is money, money is time. It would maybe be best to see if the same TDE could jump in again. But if that would pose a problem to you.

Mr. Blackstone: I paid him \$2,000 for an incorrect comment. I'm not the type to, as many are not, the type to take criticism lightly.

Mr. Collins: I'm sure you can work with Peter and find the correct one.

Ms. Scannell: So, Peter and I will make sure that we get a different set of eyes, fresh eyes, looking at this project. It will be, again, limited scope, but it's...

Mr. Blackstone: I'll provide whatever information I have in my file as far as code copies and things of that nature. But we could facilitate it because more often than not, a small minor subdivision is major because of the road extension. But you would expect a more thorough analysis, but it was a second thought, I guess. I don't know, but...

Ms. Scannell: Okay, well, we'll have fresh eyes moving forward.

Mr. Blackstone: I'll provide whatever information could...

Ms. Scannell: I appreciate it.

Mr. Blackstone: ...get a TDE up and running so that we don't have to pay him to get up to speed. At least to give him some background.

Ms. Scannell: Super, yeah. Mrs. Flansburg, did you have anything else?

Mrs. Flansburg: Just for clarifying, because 15 years is a long time. So, Lot # 1 goes over to the edge, and that will stay. It terminates where you're now, the start of Lot #2.

Mr. Blackstone: Correct.

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Mrs. Flansburg: The little brackety-looking things, is that just to connect them because they crossed over into the other lot? Like Leone, Lot 2?

Mr. Blackstone: Leone owned this piece.

Mrs. Flansburg: And he's going to get it from DeMeo's?

Mr. Blackstone: The additional piece will be added to that. We don't know this piece in here.

Mrs. Flansburg: The tiny little piece?

Mr. Blackstone: Yes. So, that's just all to show that it's one piece and one part of it.

Mrs. Flansburg: Right, and nothing is going... None of the... What are they called? Adjacent owners, Leone, Martucci, Marks, Manning, them gain any property from any of this, correct?

Mr. Blackstone: Correct.

Mrs. Flansburg: Okay. Because back in 2009, I had mentioned that my grandfather owned the property that's on Crane Street. Obviously, he has passed. But now my niece is one of the property owners on Sandy Lane. So, I'm making sure that there's no... It has nothing to do with them at all whatsoever. It's just a transfer of ownership, a little swap here and there.

Mr. Blackstone: "Inaudible..."

Mrs. Flansburg: That's where I wanted to head next. Because it landlocks DeMeo unless... Unless they can access from Crane Street. But I thought there's a giant ditch behind the Crane Company.

Mr. Blackstone: There is.

Mrs. Flansburg: Okay.

Mr. Blackstone: So, what's the definition of landlocked?

Mrs. Flansburg: No road access. Or certain frontage, right?

Mr. Blackstone: Yeah, so...

Mrs. Flansburg: I throw the term out there. I'm just saying, how does DeMeo get to his property? I've never seen Occupation Road on a site plan.

Mr. Blackstone: Actually, where did... How close to the... What was it? The place that's now apartments on Crane Street.

Mrs. Flansburg: The beautiful place between the Crane Company... What used to be the Crane Company and what Byron just did? That project?

Mr. Blackstone: Byron's property.

Mrs. Flansburg: Yeah.

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Mr. Blackstone: This property runs up to the Occupation Road. Then there's a little strip of land in there that looks like it's the apartment's driveway.

Mrs. Flansburg: Interesting. Okay.

Mr. Blackstone: So that's the access to get to it. They... The apartment bought an additional piece for parking and didn't run it all the way to the top of the slope so there's access to it. But it's not usable. The only access you would have would be to fall down your back. So yeah, that's a strange configuration.

Mrs. Flansburg: Okay, that's all I have in a confusing way. I'm not sure what I have.

Ms. Scannell: So, Occupation Road is not a real road?

Mr. Blackstone: Correct. Occupation Road, the only way back, was how they were feeding to get to the railroad property from Crane Street. And then the town bought or was given property that created this little strip in here, back in here, and then on the other side where the little brush dump was off of Consalus Avenue. But that property had access off of Crane just for additional access.

Mrs. Flansburg: And the ownership of Occupation Road is Byron?

Mr. Blackstone: I don't believe so. I don't think... I think it's listed on the tax maps as DeMeo. I mean, it's so ridiculous in my mind at least.

Mrs. Flansburg: Does his piece...

Mr. Blackstone: We have this file under Crane Street.

Mrs. Flansburg: Does DeMeo's piece where it looks like it's sectioned off all the way and comes to Crane Street, is that all one parcel?

Mr. Blackstone: Yes, but I would have to do some title research to see if that's title of Occupation Road.

Mrs. Flansburg: But technically DeMeo fronts or has access where you have the 140 mark, that little rectangle into some sort of trapezoid or whatever.

Mr. Blackstone: It should have access off of Occupation Road, but nobody uses it. So, it's probably an old easement. These things happen all the time, unfortunately. But so long as who owns it, maybe the railroad still does. Maybe the town. I'd have to take a look at how...

Mrs. Flansburg: Would it matter to us until and unless DeMeo wanted to do something on that property?

Mr. Blackstone: You never know. No one knows. The most popular way of dealing with a property like that is you remove everything you can use and stop paying it back.

Mr. Collins: And that happens?

Mr. Blackstone: Frequently.

Ms. Scannell: Mr. Signore?

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Mr. Signore: Yeah, I'm good.

Ms. Scannell: Okay. Mr. Miglucci?

Mr. Miglucci: As long as all these properties have ample space for a septic. But we have to see everything else, like I said, is preliminary. So, I have to see. I'm concerned about DeMeo's property too. Can he use that 140 and that 100 to access his property?

Mr. Blackstone: That's not... and we've done this in the past. Just identify with a note that it's not being created as a buildable lot because it has issues that cannot be overcome.

Mr. Miglucci: So, in order to get to his lot, he's got to go down the Occupation Road or park and walk through?

Mrs. Flansburg: He's not going to need to at this point.

Mr. Miglucci: Right.

Ms. Scannell: But unless somebody wants the access rights there, nobody's going there.

Mrs. Flansburg: Right.

Mr. Miglucci: That's all I have.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: I'm assuming that Mr. DeMeo and Mr. Leone are going to be living in two (2) of the places that they have out of the three (3) houses, right, they want to build?

Mr. Blackstone: Well, DeMeo would be selling this lot.

Mr. Calder: I'm talking about DeMeo's lot one?

Mr. Blackstone: DeMeo lot one would be a lot to be sold for the...

Mr. Calder: Oh, he's going to sell it. They're going to sell it.

Mr. Blackstone: Yes.

Mr. Calder: Okay. So, they're not going to... Neither one of them are going to live in that area.

Mr. Blackstone: Well, Leone lives right across the street from the lot being done for Lot #2.

Mr. Calder: Right. I see that.

Mr. Blackstone: So, he's not going anywhere.

Mr. Calder: He's not going anywhere. Is somebody going to worry about a buffer between there and the railroad? If they're going to own the property themselves and live in it?

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

Mr. Blackstone: The Lot #1 got a slope, heavily wooded, you can't see the railroad. I mean, it seems hard to believe, but it's a significant distance away.

Mr. Collins: I was out there today; you can't see the railroad.

Mr. Calder: You can't see the railroad.

Mr. Collins: No, all you see is trees and then it goes like this.

Mr. Blackstone: It's a couple hundred feet to the edge of their property and then it's, you know...

Mr. Calder: I have no other question. That's all. I was just curious about this. Clark covered most of them.

Mr. Blackstone: Leone's been living here for 60 years.

Mr. Calder: Okay.

Mr. Blackstone: So, he's familiar with the noise.

Mr. Calder: I was just curious. Because whatever they build, it's going to affect them if they're living in it. But if they're going to sell the property and sell the house.

Mr. Blackstone: Leone probably just going to add it to his inventory of land.

Mr. Calder: After they pay you back the money.

Mr. Blackstone: Mr. Leone's always paid his bills.

Ms. Scannell: Very good. We like that.

Mr. Calder: No further questions. Thank you.

Ms. Scannell: Thank you. Mr. D'Alessandro?

Mr. D'Alessandro: Not really a question, but when I first looked at this, I kind of felt uncomfortable that we were going to vote on this tonight because of the time period. I mean, you've gone through multiple board members, highway supervisors, DPW meetings. So, I agree with the rest of the board here that definitely new eyes need to see this.

Mr. Blackstone: Sure.

Mr. D'Alessandro: That's all I have. I'm not going to rehash up everything that was brought up.

Mr. Blackstone: My only point I would raise would be the reference to septic systems, town and county were present in 2009 or 8 for soil analysis and all of that. Nothing has changed at all.

Ms. Scannell: And that was pretty much the consensus of DPW comments that are just very preliminary at this point. Unfortunately, from the time you submitted this until tonight, I haven't really had an opportunity to sit down with everybody from DPW. But we're looking forward to getting their feedback. So, I think what we're going to do is re-declare ourselves as lead agency for SEQR purposes. We're going to put a condition in that the new highway supervisor is brought up to speed and signs off on everything. And that we're going to have a limited scope TDE help us with fresh

Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue

eyes. And of course, all of the easements will be provided to our legal team. As far as the two (2) conditions that you are seeking, credit for bills paid and allowing improvements to be made before certificates of occupancy, did you say, or building permits?

Mr. Blackstone: Building permits.

Ms. Scannell: I will have a conversation with DPW about that. And Peter will likely get back in touch with you. Probably before the next time you're here. Peter, did you want to add anything?

Mr. Comenzo: No, not really. I mean, I think providing Mark the previous meeting minutes will help. And whoever we have review this. I don't think it's; I mean, we've gone through the whole process. This was approved in 2009. So, I don't think we need to start from the beginning. But obviously, there's a new highway superintendent. And he's going to have to be brought up to speed. We don't want to just kind of spring this on him. And if there's some revisions that he would like to see, then we'll have to consider those. But no, I think we can revive the application and have a limited scope TDE review. And then get this back in front of you.

Ms. Scannell: Super. There are some comments to Mr. Blackstone that you can take a look at with regard to signage on the road. Like dead end street and things like that. They were in the minutes. So, maybe after you bring yourself up to become refreshed, maybe we'll see, at least, let's talk about it at the next one. If we don't see signage on the plan, then we'll talk about why it's not there. Because it looks like that was kind of talked about back in 2009, 2010.

Mr. Blackstone: I recall it being talked about. And the major concern was at the end of Willow and that we agreed to and had added a proposed guardrail to create a way to address any safety concerns probably down here.

Ms. Scannell: Super.

Mr. Blackstone: And as far as how we deal with town signage and highway department decision making relative. Is it necessary or not? I kind of have to play that by ear. But I'll refresh myself.

Ms. Scannell: And if Larry's happy, everybody's happy, right? Okay. So, does all of that sound good to you?

Mr. Blackstone: About where I thought we should be at the end of the meeting, yes.

Ms. Scannell: All right. Fantastic.

Mr. Blackstone: A little less confused, but not completely crystal clear.

Ms. Scannell: Super. So, I guess right now I would entertain a motion to re-declare lead agency.

Mr. Collins: I'll make that motion.

Mrs. Flansburg: I'll second.

Ms. Scannell: Thank you. Marlo, could you please call the roll?

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

**Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue**

Mrs. Flansburg: Yes.

Ms. Carter: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Everything else that we just talked about as far as going to talk with Larry, getting a limited scope TDE, having DPW and especially the Water Department get some closer eyes on this, we'll make sure that that is part of our verbatim minutes so we can send those as well.

Mr. Blackstone: Wonderful.

Mr. Collins: Do we have to make a motion for another TDE or no?

Ms. Scannell: Peter or Steve, do we need another motion?

Mr. Valiquette: You might as well make one.

Ms. Scannell: I will entertain a motion for a limited scope TDE.

Mrs. Flansburg: I'll make that motion.

Ms. Scannell: Thank you.

Mr. Collins: I'll second it.

Ms. Scannell: Thank you and for mentioning it, Clark. Marlo, please call the roll.

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

**Mark DeMeo (owner) and Dominic Leone (owner and contract vendee)
Willow Drive and Suffolk Avenue**

Mrs. Flansburg: Yes.

Ms. Carter: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Mr. Collins: I'll make a motion for the adjourn this evening's meeting.

Ms. Scannell: I would entertain that motion. Do I have a second?

Mr. Calder: I'll second it.

Ms. Scannell: All in favor?

Planning Commission Members: I.

Meeting adjourned at 8:11 p.m.

Respectfully Submitted,

Marlo L. Carter
Planning Commission Secretary

DPW Comments

May 20, 2025

2. **MRL Ventures, LLC – 1900 Altamont Avenue.** Sketch/Preliminary Site Plan/Special Use Permit review to convert a former ±2,331 square foot bank with a drive-thru into a fast-food restaurant with drive-thru on a ±0.59-acre parcel. Engineer: Bohler Engineering.
1. Proposed elimination of curb cut on Altamont Avenue will increase safety and allow for additional stacking at the drive-thru window.
 2. Patch, repair, stripe and sealcoat entire site including drive thru area.
 3. Decorative fencing similar in style to Auto Zone across the street should be installed from the vicinity of pole NM78 westerly and continued to the south terminating at the driveway on Stuart Street. Brick pilasters are recommended to match the building.
 4. Pedestrian sidewalk and crosswalk striping to connect to the existing sidewalk in front of the building to the new proposed sidewalk on Altamont Avenue. This should be incorporated into the design with the decorative fencing.
 5. Handicap ramp and access isle in front of the building will need to be upgraded and brought into compliance with ADA standards.
 6. Detail how food delivery services (DoorDash/Grubhub) are handled and if specific spaces are to be reserved for these services.
 7. Crosswalk should be provided to connect the main parking lot to the main entrance. Patrons will need to cross drive-thru traffic to enter building.
 8. Replace and extend curbing on Tower Street from Altamont Avenue south to the entrance on Tower.
 9. Extend curbing and install sidewalk from Altamont Avenue south to the entrance on Stuart Street.
 10. Add some type of curbing to the existing landscaping along the east side of the building to keep the existing stones off of the sidewalk.
 11. Detail dumpster enclosure similar to other commercial fast food dumpster enclosures for use in Rotterdam (see attached from Taco Bell project Bohler worked on). Dimensions should be added to ensure sufficient clearance for the drive isle.

SEQR Requirement: 6 NYCRR 617(c)(18) Type 2 Action.



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
Facsimile (518) 355-2725

6NYCRR PART 617
State Environmental Quality Review
LISTED ACTION(S)

Date: May 20, 2025

This notice has been prepared in accordance with Article 8 of the Environmental Conservation Law by the Town of Rotterdam Department of Public Works (Reference: 6 NYCRR 617.5 Unlisted Action).

Name of Applicant: MRL Ventures, LLC

Project: Site Plan/Special Use Permit review to convert a former $\pm 2,331$ square foot bank with a drive thru into a fast-food restaurant with drive-thru on a ± 0.59 -acre parcel.

Location: 1900 Altamont Avenue
Schenectady, NY 12303

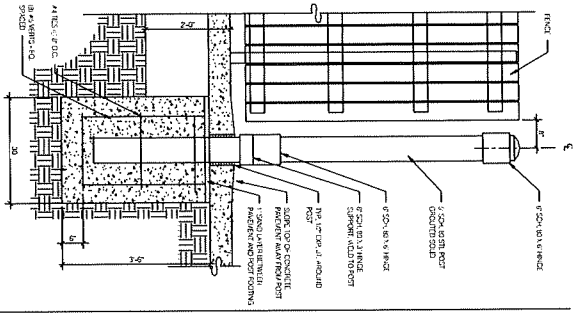
Status: **A determination has been made by the Town of Rotterdam Senior Planner that this project is a SEQR Type II listed action under 6 NYCRR Part 617.5(c)(18). This action has been determined not to have a significant impact on the environment or is otherwise precluded from environmental review under Environmental Conservation Law, Article 8.**

This Type II determination considers that this commercial structure, or of a structure containing mixed residential and commercial uses, where the residential or commercial use is a permitted use under the applicable zoning law or ordinance, including permitted by special use permit, and the action does not meet or exceeds any of the thresholds in section 617.4 of this Part.

For further information contact: Peter J. Comenzo
Town of Rotterdam
John F. Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam, New York 12306
(518) 355-7575 Extension 338
pcomenzo@rotterdamny.org



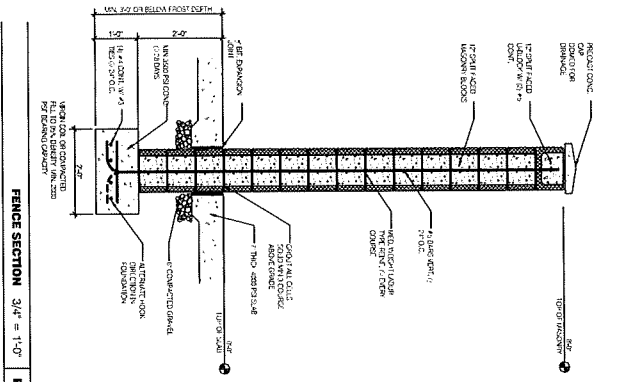
Peter Comenzo
Senior Planner



GATE POST FOOTING
3/4" x 1'-0"

ENCLOSURE NOTES

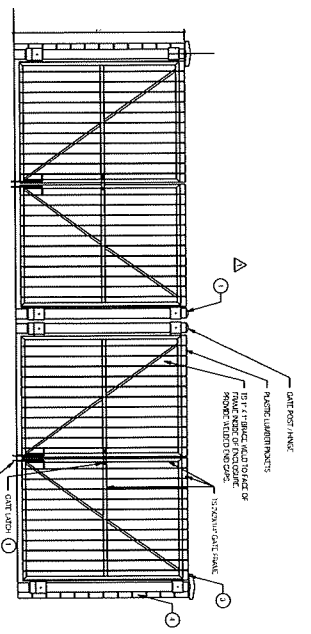
1. ALL MATERIALS, INCLUDING ALL ACCESSORIES, SHALL BE NEW.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.
3. ALL CONCRETE SHALL BE 3000 PSI STRENGTH.
4. ALL REINFORCING SHALL BE #4 BARS.
5. ALL DIMENSIONS UNLESS OTHERWISE NOTED.
6. ALL FINISHES SHALL BE AS NOTED.
7. ALL WORK SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
8. ALL MATERIALS SHALL BE STORED PROPERLY TO PREVENT DAMAGE.
9. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
10. ALL MATERIALS SHALL BE PROTECTED FROM WEATHER AND VANDALISM.
11. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE AUTHORITY HAVING JURISDICTION.
12. ALL MATERIALS SHALL BE STORED PROPERLY TO PREVENT DAMAGE.
13. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
14. ALL MATERIALS SHALL BE PROTECTED FROM WEATHER AND VANDALISM.
15. ALL WORK SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE AUTHORITY HAVING JURISDICTION.



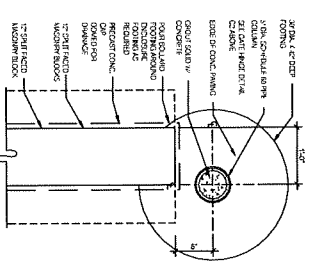
FENCE SECTION
3/4" x 1'-0"

SYMBOL	DESCRIPTION	MANUFACTURER	COLOR
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3	WIRE	STEEL	BLACK
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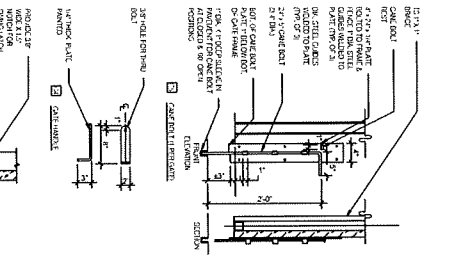
SCHEDULE
N.I.S.



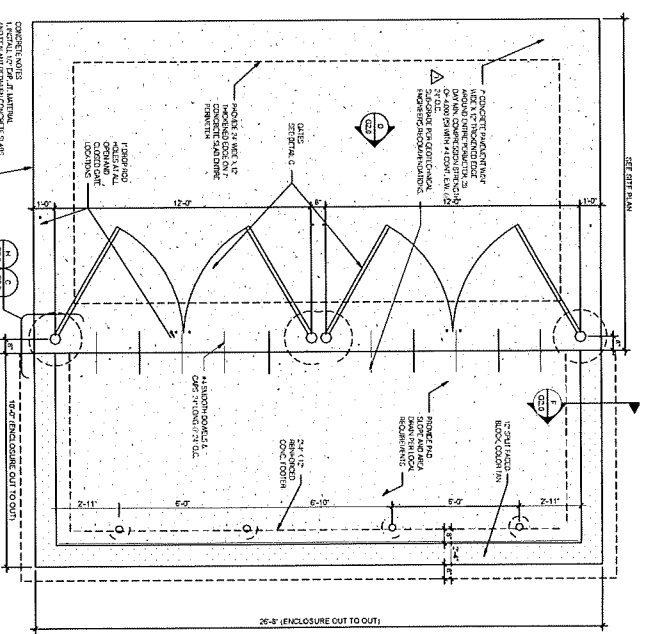
FRONT ELEVATION
N.I.S.



GATE DETAILS
N.I.S.



TRASH ENCLOSURE BOLLARD DETAILS
3/4" x 1'-0"



TRASH LAYOUT
3/8" x 1'-0"

BLUEPRINT ENGINEERING & DESIGN, LLC
196 WEST ASHLAND STREET, DOYLESTOWN, PA 18901
PH: 215-450-0517

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811
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BEFORE YOU DIG
FOR THE SAFETY OF YOUR PROJECT

PROJECT INFORMATION
PROJECT NAME: TACO BELL
PROJECT ADDRESS: 2800 S. 10TH AVE., PHOENIX, AZ 85041
PROJECT NUMBER: 2024-001

CLIENT INFORMATION
CLIENT NAME: HOSPITALITY SYRACUSE, LLC
CLIENT ADDRESS: 1401 ALABAMA AVE., SYRACUSE, NY 13202

DESIGNER INFORMATION
DESIGNER NAME: BLUEPRINT ENGINEERING & DESIGN, LLC
DESIGNER ADDRESS: 196 WEST ASHLAND STREET, DOYLESTOWN, PA 18901

PROJECT TITLE
TRASH ENCLOSURE DETAILS
SHEET NUMBER: G1.0
FIRST SUBMISSION

DPW Comments
May 20, 2025

- 3. RMB Mechanical Inc. – 1442 Fern Avenue.** Final Site Plan review to construct a ±9,600 square foot addition onto an existing ±7,280 square foot commercial building located on a ±4.65-acre parcel. Engineer: ABD Engineers LLC.

1. Final Fees Due: Final Site Plan: \$350.00
2. Additional plantings should be added to the entryway and along the eastern property boundary.
3. Architectural elements need to be added to the eastern side of the building. A 180-foot-long wall of sheet metal facing residential properties is not desirable.
4. Identify ground cover. With the removal of substantial greenspace for this addition and parking area, grass should be reestablished where possible.
5. Add note to Final Site Plan: “This building shall be utilized for storage purposes only. No manufacturing, assembly, or fabrication will be permitted in this structure. This type of activity is limited to the main original WMHT building only.”
6. Add note to site plan: “Owner/applicant shall install a Knox Box for emergency personnel onto the building. Check with Fire District #6 for specifications.”
7. Add note to site plan: “Sign permits shall be obtained for the proposed project identification signage including any proposed pylon or monument signage.”
8. Add note to plan: “Outdoor equipment and material storage is limited to the west side of building.”
9. Prior to the issuance of Site Development and/or Building Permit(s) by the Town of Rotterdam, the applicant shall attend a pre-construction meeting with the Building Inspector and DPW staff to confirm the completion of the above stated conditions.

DPW Comments April 15, 2025

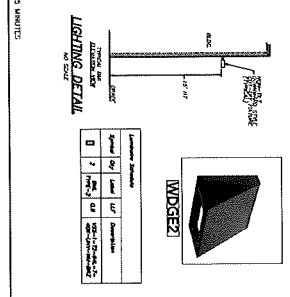
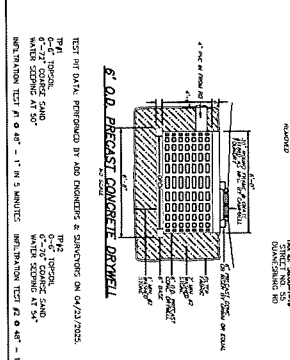
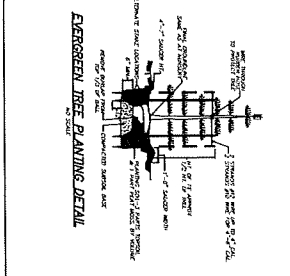
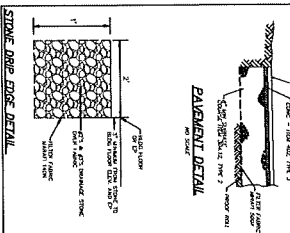
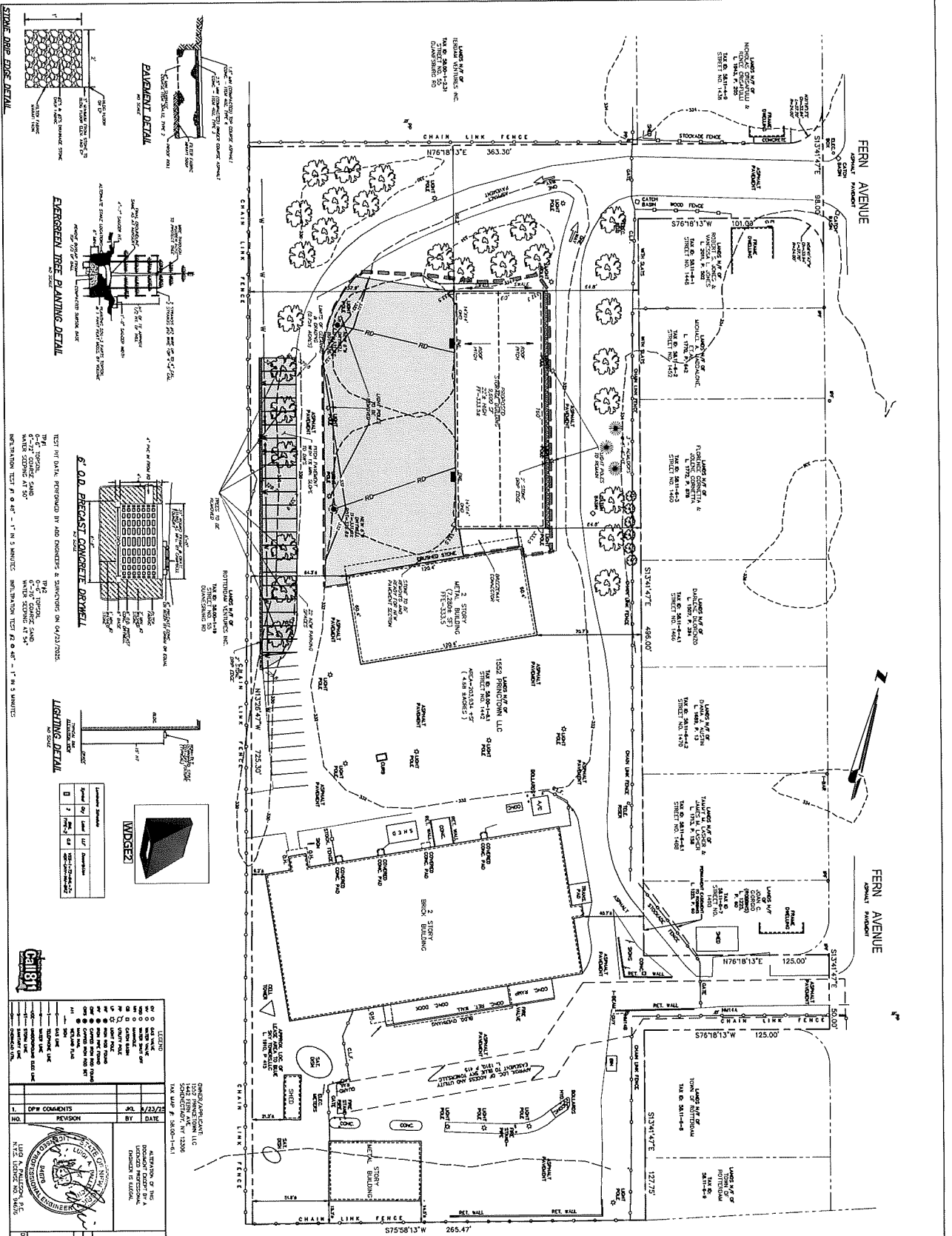
1. Proposed building is 65 feet from residential property line and should be properly insulated to reduce noise.
2. Explain the use of building and provide elevations. Is manufacturing and/or fabrication proposed?
3. Add note to plan: “Gutters shall be installed on the west side of the building.”
4. Provide legend.
5. Landscaping needs to be extended and installed along the eastern fence line.
6. Detail lighting. How is lighting being handled on site with the removal of pole lights. Lighting impacts to residential neighbors should be mitigated.
7. Detail grading and drainage and provide infiltration data in the vicinity of the proposed stormwater structures.

RMB Mechanical Inc.
1442 Fern Avenue
May 20, 2025
Page 2

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Planning Commission declare Lead Agency on April 15, 2025. A draft Negative Declaration has been prepared by the Town Planner and is attached for your consideration.

Involved/Interested Agencies:

Schenectady County Economic Development and Planning
Schenectady County Department of Health
New York State Department of Environmental Conservation – Region #4
Rotterdam Highway Department
Rotterdam Police Department
Metroplex Development Authority
Fire District #2



DATE	PERSON	DESCRIPTION
12/23/22	PERSON	REVISION

ABO ENGINEERS SURVEYORS
 1400 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.8888 FAX: 303.733.8889
 WWW.ABOENGINEERS.COM

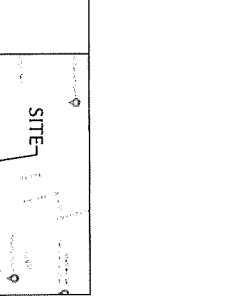
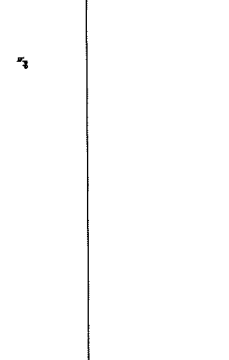
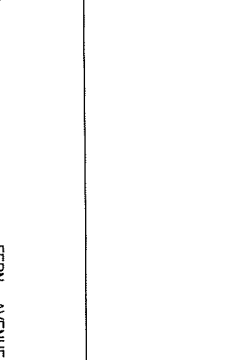
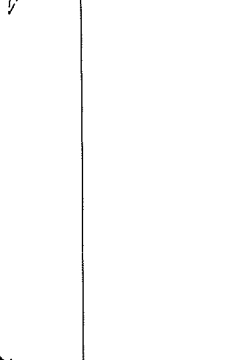
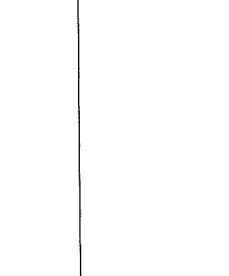
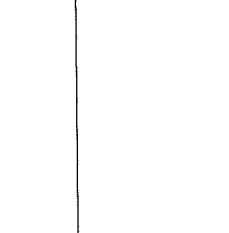
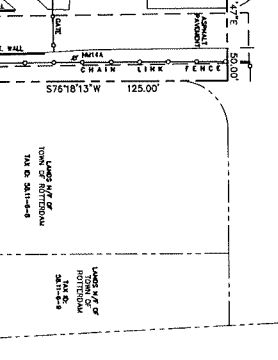
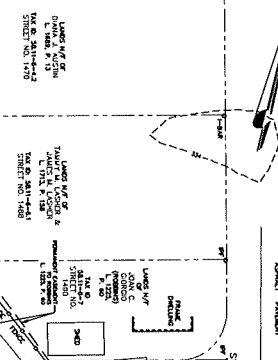
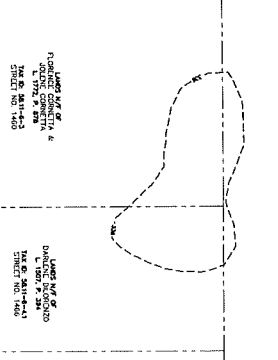
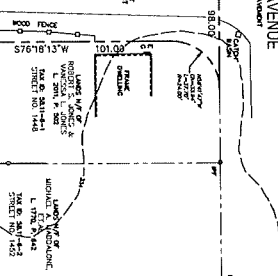
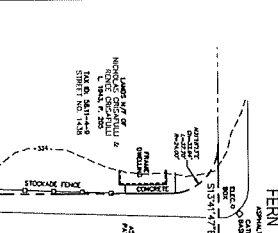
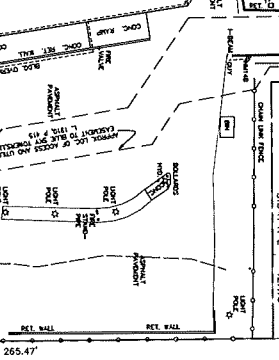
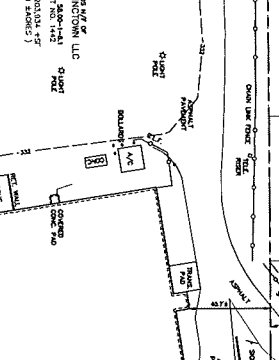
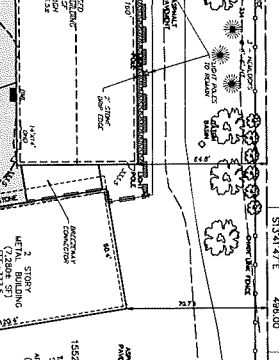
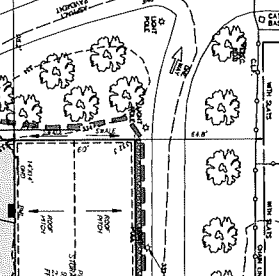
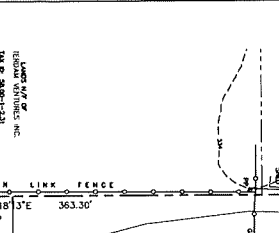
9,600 SF STORAGE BUILDING
 STREET NO. 1442 FERN AVENUE

INTERNATIONAL PLANNING COMMISSION STAFF

CONTRACT STATISTICS	EXISTING	PROPOSED
BUILDING	27,046 SF	13,000 SF
PAVEMENT	8,630 SF	43,500 SF
OPEN SPACE	80,149 SF	104,348 SF
TOTAL	200,240 SF (640 ACRES)	100%

REQUIRED	1-1 LIGHT INDUSTRIAL	2-2 INDUSTRIAL
LOT AREA	20,000 SF MIN.	200,000 SF (4.65 ACRES)
LOT WIDTH	100' MIN.	140'
SETBACKS	25' SIDE	25' SIDE
HEIGHT	35'	41' & 101'
COVERAGE	25%	65%

1. BASE MAPING PROVIDED FROM A SPONSOR. 2ND FIELD SHEET.
2. THE PLANNING BOARD SHALL REVIEW THE PROPOSED DEVELOPMENT AND DETERMINE IF THE PROPOSED DEVELOPMENT IS APPROPRIATE FOR THE ZONING DISTRICT. THE BOARD SHALL HAVE THE AUTHORITY TO APPROVE OR DENY THE PROPOSED DEVELOPMENT. THE BOARD SHALL HAVE THE AUTHORITY TO APPROVE OR DENY THE PROPOSED DEVELOPMENT. THE BOARD SHALL HAVE THE AUTHORITY TO APPROVE OR DENY THE PROPOSED DEVELOPMENT.
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6NYCRR PART 617
State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Date: May 20, 2025

This notice has been prepared in accordance with Article 8 of the Environmental Conservation Law by the Town of Rotterdam Department of Public Works Department (Reference: 6 NYCRR 617.5 Unlisted Action)

SEQRA Status: Type I
Type II
Unlisted

Conditioned Negative Declaration: Yes
No

Owner: RMB Mechanical, LLC
1442 Fern Avenue
Schenectady, NY 12306

Location: 1442 Fern Avenue
Schenectady, NY 12306

Tax Map Number(s): 58.00-1-6.1

Zoning: Light Industrial (I-1) Zoning District.

Action: Site Plan to construct a ±9,600 square foot addition onto an existing ±7,280 square foot commercial building located on a ±4.65-acre parcel.

Reasons Supporting This Determination:

(See 617.7(a)-(c) for requirements of this determination)

This project was conducted as a SEQR coordinated review. The site plan was sent to all interested/involved agencies on April 16, 2025. The applicant has supplied an Environmental Assessment Form and the Planning Commission has or has caused to complete Part 2 of this checklist.

The applicants have requested a Site Plan review to construct a $\pm 9,600$ square foot addition onto an existing $\pm 7,280$ square foot commercial building located on a ± 4.65 -acre parcel.

This is an existing industrial site that was formerly used by as a studio and offices for a public radio station with storage. It is now used as a light manufacturing facility for an HVAC company. The applicant is proposing to construct a $\pm 9,600$ square foot addition onto an existing $\pm 7,280$ square foot commercial building. The building will be utilized for storage purposes only and no manufacturing, assembly, or fabrication will be permitted in this structure. This type of activity is limited to the main original WMHT building only.

The Planning Commission has considered the following criteria to determine if this proposal has significant adverse impacts on the environment:

- (i) a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems;
- (ii) the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources;
- (iii) the impairment of the environmental characteristics of a Critical Environmental Area.
- (iv) the creation of a material conflict with a community's current plans or goals as officially approved or adopted;
- (v) the impairment of the character or quality of important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character;
- (vi) a major change in the use of either the quantity or type of energy;
- (vii) the creation of a hazard to human health;
- (viii) a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;
- (ix) the encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action;
- (x) the creation of a material demand for other actions that would result in one of the above consequences;

- (xi) changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment; or
- (xii) two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in this subdivision.

The Planning Commission has also considered the reasonably related long-term, short-term, direct, indirect and cumulative impacts, including other simultaneous or subsequent actions, which are:

- (i) included in any long-range plan of which the action under consideration is a part;
- (ii) likely to be undertaken as a result thereof; or
- (iii) dependent thereon.
- (3) The significance of a likely consequence (i.e., whether it is material, substantial, large or important) has been assessed in connection with:
 - (i) its setting (e.g., urban or rural);
 - (ii) its probability of occurrence;
 - (iii) its duration;
 - (iv) its irreversibility;
 - (v) its geographic scope;
 - (vi) its magnitude; and
 - (vii) the number of people affected

The environmental effects of the above-described action were discussed at regularly scheduled Planning Commission Public Hearing held on May 20, 2025 at the Rotterdam Town Hall, 1100 Sunrise Boulevard, Rotterdam, NY 12306. Adoption of this Negative Declaration was moved by XXXXXXXX, seconded by XXXXXXXX, and approved by the Rotterdam Planning Commission.

Kimberly Ricker Scannell
Planning Commission Chairman

DPW Comments

May 20, 2025

4. **Lecce Senior Living Phase II – 2200 Helderberg Avenue/Helderberg Avenue.** Preliminary Site Plan review for the construction of Phase II of Whispering Pines Senior Living consisting of 119 independent living units, 108 memory care units and 144 assisted living units on a 13.71-acre parcel. Engineer: Steenburgh Consulting Engineering, PLLC.
 1. Plans were last presented to the Planning Commission on October 3, 2023. TDE is currently reviewing revised plans and updated comments will be forthcoming.
 2. Coordinate meeting with Fire District #2 and discuss updated site plan and draft emergency response plan. This should be finalized and formalized prior to scheduling for next meeting.
 3. Access for emergency services and service vehicles should be created at the rear of the Assisted Living facility. Remove or relocate some of the spaces and create direct building access. Piazza area may be congested and serves as a main entryway for 224 living units.
 4. Provide updated floor plans and updated architectural plans. These should be included in the next submission and should match proposed buildings and added to plan set.
 5. Update Cree lighting plan dated 10/27/21 and add to plan set.
 6. Proposed garage structures in the vicinity of clubhouse parking appear to be in the 50-foot setback of the SLD and should be modified to meet the zoning code.
 7. Parking should be clearly delineated for residents, visitors, and staff with appropriate signage. This should be incorporated into the phasing plans. Residential independent parking should be directed away from prime spaces once the assisted and memory care units are constructed.
 8. Number of proposed garages may be problematic given that residents of the independent living units may be downsizing and looking for covered storage rather than motor vehicle parking. Garage structures without doors may be a solution.
 9. Provide building dimensions and elevations for proposed garages and add to site plan.
 10. The independent living building should incorporate a convenient loading area(s) for residents to use.
 11. Proposed phasing plan to stay under the 5-acre minimum for SWPPP compliance is not supported by a corresponding grading plan and appears to be unfeasible. Plan should be adjusted or grading plans and justification should be provided.
 12. Bollards in the piazza appear to be a critical element to the safety and function of the outdoor space. Details should be added to the signage sheet. Applicant may want to vary style at different locations, but given their location they will need reflective material and/or lighting. Spacing distances of bollards should also be added to plan.

13. Add no parking/standing signs (MUTCD standard) along roadways and add to detail sheet. There is a concern that residents/visitors in the independent living units will park along the roadway leading to Phase #1 and possibly on other access roadways in the facility.
14. Add signage details to signage layout sheet.
15. Add bollards to protect outdoor dining area on west side of Independent Living facility.
16. Add irrigation for landscaping around buildings and identify ground cover (grass, mulch, etc).
17. Vegetative protection area should be clearly noted on ESC and grading plans and protective construction fencing added to the plans to prevent disturbance in this area.

DPW Comments October 3, 2023

1. Applicant has revised building design, parking, and phasing plan to address comments from the August 15, 2023 meeting. Engineer is looking for comments from the Planning Commission on the revised layout prior to redesign.

DPW Comments August 15, 2023

1. Phase 2 was presented once to Planning Board during Caucus on April 20, 2021. No plans were received or distributed. Applicant has worked with CHA on technical engineering comments since that time.
2. Town of Rotterdam is not taking over ownership and maintenance of sewer and water lines in Phase #2, however, easements need to be provided in case emergency access is needed.
3. Add a north arrow to all maps in the plan set.
4. Cover Page should be amended to add reference to the DEIS and approval dates. Phase #1 project should also be referenced.
5. Typical parking formula 1.5 spaces per unit for multifamily dwellings which would call for 557 spaces. Per Senior Living District as written by the developer, the allowed parking was reduced and 305 spaces are required. Current proposal is for 263 spaces leaving a shortage of 42 spaces.
6. The spaces proposed along the north side of the memory care and assisted living portion of the project are in the rear of the building. These 33 parallel parking spaces are not dimensioned but need to meet MUTCD standard. They are very inconvenient to access and use should be identified as these may further reduce meaningful parking.
7. Applicant to provide estimated number of employees and shifts for employees. Large parking area is somewhat inconvenient with majority of parking several hundred feet from the entrance. Applicant should designate employee, visitor, and resident parking. Additional handicap parking should be discussed due to the nature of the facility and the age of the visitors.
8. Building plans are not included, however, it appears that the sidewalks in several locations along the building may be in the dripline for the roof. Accumulation of ice especially on the north side of the 3-story building is a concern. This should be verified and site plan modified if necessary.
9. An additional covered loading area not blocking main entryway should be added in addition to the proposed one. These types of facilities generate a substantial amount of outside transportation and delivery vehicles. Groceries, moving, visitors, senior service vehicles, and residents should have an additional protected area to provide refuge in inclement weather.

10. Doorways, access, and who has access needs to be identified on the site plan. Site circulation is difficult to decipher. Project sequencing in narrative should be depicted and better-defined on the site plan. A separate plan sheet that shows access, roadways, and utilities during construction and temporary facilities should be clearly shown.
11. Sanitary Sewer will be required to have a muffin monster with cleanouts. Final type and design will need to be reviewed and approved by the Town. These types of facilities typically have issues with non-flushable health related products in the waste stream.
12. Emergency BU generator? If so, these location(s) should be shown on plan. Landscaping may need to be required in vicinity of the equipment based on location.
13. Parking lot adjacent to eastern portion of the independent living units does not meet standards. Accessway is only 22' feet and needs to be widened as 24' is minimum standard. Additionally, a light pole is located directly behind the parking spaces in conflict with backing maneuvers and is unprotected.
14. Sidewalks along Helderberg Avenue need to be installed during first phase. Should be maintained by facility with potential agreement with Town and/or Schenectady County.
15. Show snow storage areas.
16. Piazza area is very difficult to plow, is heavily shaded in the winter, and is proposed to be the central hub of activity. The stamped concrete area should be heated to keep clear at all times and eliminate snow/ice.
17. Access and wayfinding signage is very important. A separate signage plan and details need to be provided as the existing proposed signage on the site plan is incomplete and difficult to decipher.
18. Bollards in the piazza appear to be a critical element to the outdoor space. They should be shown on the separate detail sheet (on signage sheet?). Applicant may want to vary style at different locations, but given their location they will need reflective material and/or lighting. Spacing distances of bollards should be added to plan.
19. Add no parking/standing signs (MUTCD standard) along roadways and add to detail sheet. There is a concern that residents/visitors in the independent living units will park along the roadway leading to Phase #1 and possibly on other access roadways in the facility.
20. Identify height of walkway bridge. Warning signage and protection is important especially if a box truck cannot fit underneath. If a vehicle is over height, how are they able to be turned around?
21. Landscaping plan should be updated to identify trees and species in the "to be preserved" area and identify protection method in this area during construction. Trees and vegetation also need to be identified in the required buffers and clearly delineated and shown on landscaping plan.
22. Identify all proposed ground cover on landscaping plan.
23. Renderings show more robust landscaping adjacent to the buildings especially in the area around the entrance/courtyard area. Planning Commission may want to consider requiring additional planting.
24. Rear of independent living building with associated decks are in very close proximity to the main roadway entrance to Whispering Pines Phase #1. Additional landscaping should be utilized to break-up the rear expanse of the building and potentially add some privacy to these units. If HVAC units are proposed at the rear of these buildings, landscaping around these elements should be used.
25. Applicant has supplied a draft emergency response plan for review.
26. Town to facilitate meeting with Fire District #2 to discuss site plan and draft emergency response plan. Need to finalize proposed hydrant layout and emergency vehicle access.



RECEIVED

April 30, 2025

MAY 09 2025

Whispering Pines Phase 2: Narrative of Changes

TOWN OF ROTTERDAM
PUBLIC WORKS

As a result of planning review and planning commission comments a number of design changes have been made to the site plan for Whispering Pines Phase 2. The initial revised documents were transmitted electronically to the Town of Rotterdam on February 6, 2025. On March 14th we met with Ron Treers of CHA (the TDE) to review the overall design changes. On April 10th we also reviewed the changes with the Planning Commission Chairperson and Ron Treers of CHA at the Town Offices. Subsequent to that meeting we did make some minor changes to the site plan package currently being reviewed by CHA to address specific DPW comments. The following is a summary of the design changes:

Building Footprints:

The project architect has reviewed the special requirements for both the Assisted Living Units (ALU) and Memory Care Units (MCU). The overall building sizes were reduced from a footprint of 110,000+/- s.f. to 97,000+/- s.f. It also included some shrinking of the internal courtyards. The Independent Living Unit (ILU) building did not change. Additionally, the unit counts in the ALU and MCU did not change. The footprint reduction permitted the parking areas around the building to be reconfigured.

Parking Changes:

The parking around the ALU and MCU has been reconfigured to provide a better distribution of parking spaces to service the ILU as suggested by the planning commission. It also allowed for the construction of perpendicular parking spaces on the west side of the ALU building for visitors and employee parking. In addition, the new open parking lot designs the new layout has allowed for the construction of (3) parking garages totaling 50 parking spaces which can be utilized by ILU residents. Overall, the parking on the site has increased from 263 total spaces to 325 spaces total. This exceeds the parking required by code by 20 spaces without the need for the previously requested parking reduction.

Main Office:
2832 Rosendale Road
Niskayuna, NY 12309
(518) 365-0675
Info@SCEngpe.com

Adirondack Office:
PO Box 437
Caroga Lake, NY 12032
(518) 365-0675
Info@SCEngpe.com

Storm Water Management Changes:

The alteration in the parking design has permitted more green space for the creation of a traditional infiltration basin on the easterly portion of the site. This eliminates the need for a subsurface infiltration system under the parking area and provides additional greenspace.

The following modifications have been made to the project drawings in response to the DPW Comments of August 15, 2023:

- Twenty foot wide easements have been shown on the site plan to be conveyed to the Town of Rotterdam for emergency maintenance of the water and sewer mains on site.
- North arrows have been added to all plan sheets.
- The DEIS and FEIS approval dates have been added to the cover sheet.
- The site modifications have increased the parking from 263 spaces to 325 spaces inclusive of 50 garage spaces. This exceeds the parking requirement of 305 spaces.
- The parallel parking spaces are 10' x 20' as dimensioned which meets the MUTCD standards for parallel spaces.
- All buildings will have gutters on the drip edges.
- Three parking spaces in front of the ALU have been designated as short term parking only for the drop off/private deliveries (Grubhub, Amazon etc.)
- A project phasing plan has been included in the design set depicting the parking proposed in each phase vs the required parking.
- An inline 10X Muffin Monster has been specified in the terminal manhole before the on-site pump station.
- There is adequate space located on the site for emergency back up power. However, until the MEP plans are generated for the buildings these areas cannot be accurately identified. It is noted on the landscaping plan that all generator pads will be adequately screened.
- The parking lot on the eastern portion of the site has been changed to have 24' drive aisles.
- The sidewalks along Helderberg Avenue have been installed
- Snow storage areas have been shown on the site plan.
- A signage plan was previously submitted for wayfinding

- The bridge height will meet the required standards for box trucks and firetrucks. The necessary signage will be added during construction.
- The landscaping plan has been modified and updated to include better landscaping along the entrance drive on the south side of the building and show an orange construction fence for the preservation of existing trees.
- Ground cover has been shown and a note has been added that foundations will be treated with either mulch or hardscape.

The following modifications have been made to the project drawings in response to the Planning Commission Comments on October 3, 2023:

- The sidewalks between the parking areas are being shown to be constructed as part of Phase 2B providing pedestrian access from the parking lots to the ALU building in 2B
- Per our discussions at the meeting, it is financially unfeasible to heat the piazza area.
- The anticipated employee demand is as follows:
 - Phase 2A – ILU (20 Employees max shift)
 - Phase 2B – ALU (25 Employees max shift)
 - Phase 2C – ALU/MCU (15 Employees max shift)
 - Phase 2D – ALU/MCU (10 Employees max shift)

The numbers decrease due to sharing of employees and resources between the uses. A review of the phasing plan indicates that there will be more than enough employee parking for the uses. As stated, the ALU/MCU residents will not have vehicles. Therefore, the parking demand for those units is simply based on staff and visitors.

DPW Comments

May 20, 2025

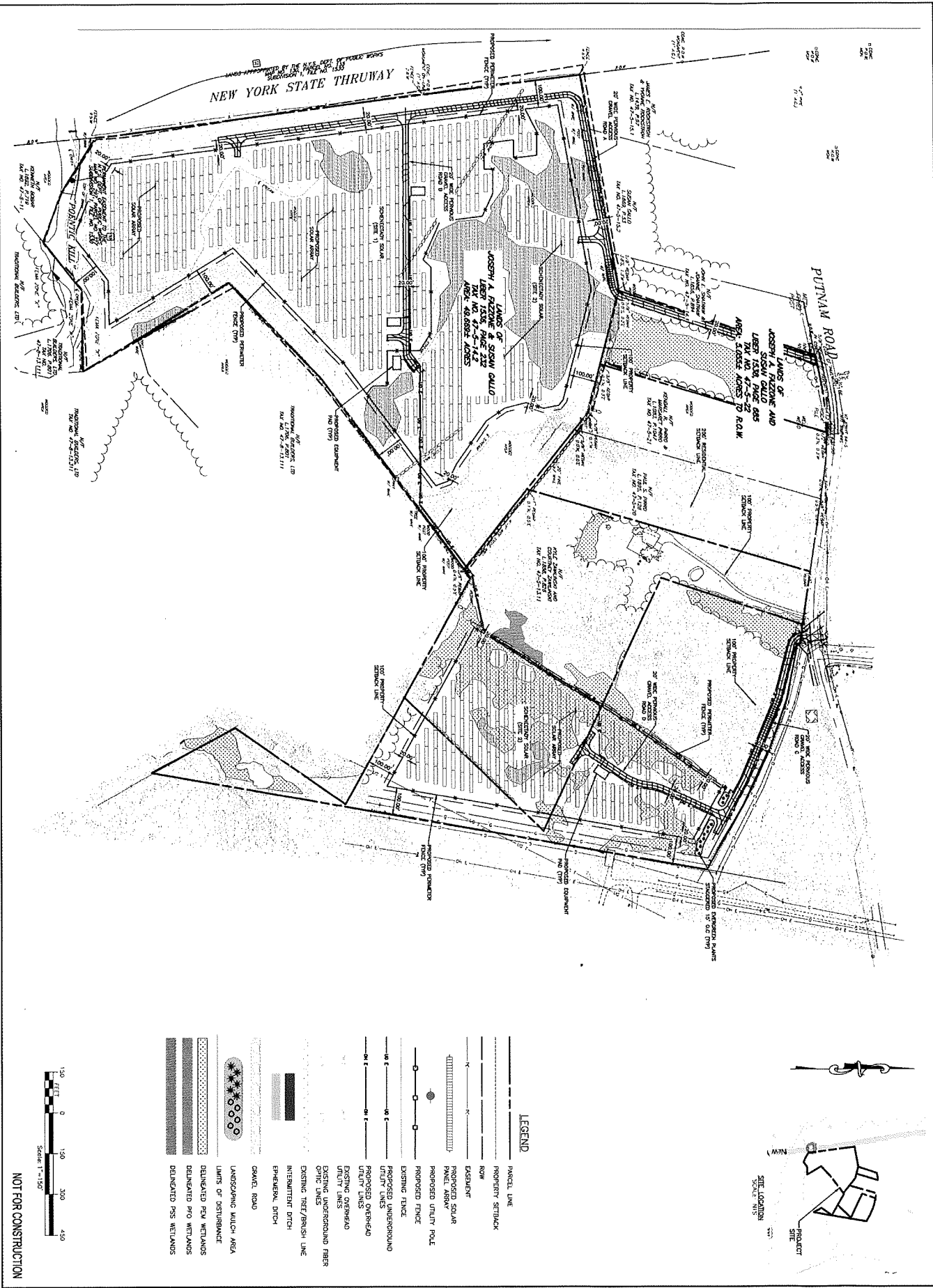
5. BW Solar Holding, Inc. – Putnam Road. Conceptual Site Plan/Special Use Permit to develop Two (2) 5-megawatt solar energy facilities on approximately 53 acres of property. Engineer: Fisher Associates.

1. This project is subject to the newly adopted solar code for the Town of Rotterdam.
2. Planning Commission should authorize the Chairman to enter into an agreement to retain the services of a Town Designated Engineer (TDE) to assist in the review of this application.
3. Extensive wetlands exist on-site. Coordination with both DEC and ACOE should be a priority as this environmental constraint could substantially alter the proposed layout.

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Planning Commission should declare Lead Agency.

Involved/Interested Agencies

Schenectady County Economic Development and Planning
Schenectady County Department of Health
Schenectady County Department of Public Works
New York State Department of Environmental Conservation – Region #4
New York State Thruway Authority
New York State Energy Research and Development Authority (NYSERDA)
United States Department of the Army, Corps of Engineers
Rotterdam Police Department
Fire District #6
Schalmont School District
Schenectady County Industrial Development Agency



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LEGEND

- PARCEL LINE
- PROPERTY SETBACK
- ROW
- EASEMENT
- PROPOSED SOLAR PANEL ARRAY
- PROPOSED UTILITY POLE
- PROPOSED FENCE
- EXISTING FENCE
- PROPOSED UNDERGROUND UTILITY LINES
- PROPOSED OVERHEAD UTILITY LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING UNDERGROUND FIBER OPTIC UTILITY LINES
- EXISTING TRAIL/BRUSH LINE
- INTERMITTENT DITCH
- PERMANENT DITCH
- CANAL ROAD
- LANDSCAPING MULCH AREA
- LIMITS OF DISTURBANCE
- DELINEATED POA WETLANDS
- DELINEATED PFO WETLANDS
- DELINEATED PWS WETLANDS

Scale: 1"=150'

NOT FOR CONSTRUCTION

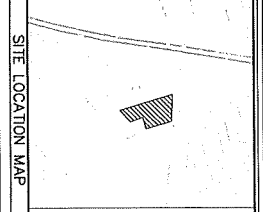
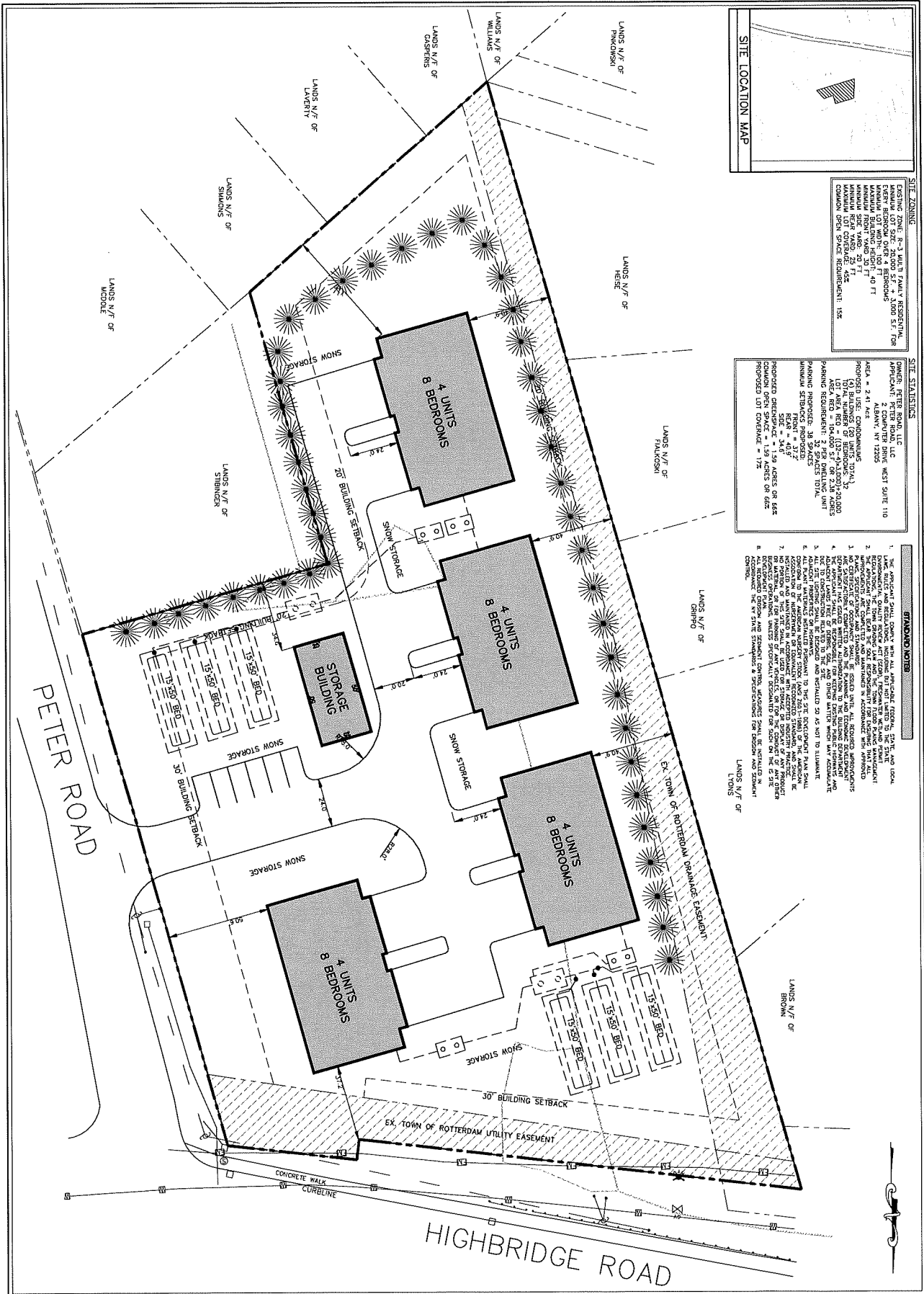
C-300	<p>PROJECT: SCHENECTADY 182 SOLAR FARM BW SOLAR TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK XXXXX</p> <p>TITLE OF DRAWING: OVERALL GRADING PLAN</p>	<p>FISHER ASSOCIATES</p> <p>WWW.FISHERASSOC.COM</p>	<p>DATE: 05/12/25</p> <p>PROJECT MANAGER: J. GRAWIN</p> <p>DESIGNER: C. HARVEY</p> <p>CHECKER: S. MELLOTT</p> <p>SCALE: AS SHOWN</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DATE</th> <th>BY</th> </tr> <tr> <td>7</td> <td></td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>1</td> <td></td> <td></td> <td></td> </tr> </table>	REV	DESCRIPTION	DATE	BY	7				6				5				4				3				2				1			
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DPW Comments

May 20, 2025

- 6. Peter Road, LLC – 759 Peter Road.** Conceptual Site Plan Review to construct 16 condominiums (four building containing 4 units each) on a ±2.41-acre parcel. Engineer: Steenburgh Consulting Engineering, PLLC.
1. Planning Commission should authorize the Chairman to enter into an agreement to retain the services of a Town Designated Engineer (TDE) to assist in the review of this application.
 2. Add internal concrete sidewalks and add sidewalk along frontage on Peter Road to connect into existing sidewalk along Highbridge Road.
 3. Radiuses should be increased to allow for emergency vehicles.
 4. Are basements proposed? Number of bedrooms.
 5. Provide elevations and floor plans for the proposed building.
 6. Buffering of adjoining single family residential homes and additional landscaping at the entry should be discussed with the applicant.
 7. Add site statistics table.

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Town Board issued a Negative Declaration on February 12, 2025.



SITE ZONING

EXISTING ZONE: R-3 - 3-UNIT FAMILY RESIDENTIAL
 EVERY BEDROOM OVER 2 BEDROOMS
 MINIMUM LOT WIDTH: 100 FT
 MINIMUM FRONT YARD: 20 FT
 MINIMUM REAR YARD: 20 FT
 COMMON OPEN SPACE REQUIREMENT: 15%

SITE STATISTICS

OWNER: PETER ROAD, LLC
 APPLICANT: 2 COMPUTER DRIVE WEST SUITE 110
 ALBANY, NY 12205
 AREA: 2.41 ACRES
 PROPOSED: (4) BUILDINGS (20 UNITS TOTAL)
 TOTAL AREA OF DEVELOPMENT: 20,000
 AREA REQ. BY ZONING: 20,000
 PARKING REQUIREMENT: 32 SPACES TOTAL
 PROPOSED: 38 SPACES
 MINIMUM SETBACK: FRONT = 27' 2"
 SIDE = 34' 6"
 REAR = 30'
 PROPOSED OVERLAP: = 1.99 ACRES OR 28%
 PROPOSED LOT COVERAGE: = 17%
 PROPOSED LOT COVERAGE: = 17%

- GRANDED NOTES**
1. THE PROPOSED 20-UNIT DEVELOPMENT IS LOCATED WITHIN THE EXISTING ZONING DISTRICT OF R-3 - 3-UNIT FAMILY RESIDENTIAL. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE ZONING REGULATIONS OF THE TOWN OF ROTTERDAM, NEW YORK. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE TOWN OF ROTTERDAM'S ZONING REGULATIONS, WHICH REQUIRE THAT ALL DEVELOPMENT BE IN ACCORDANCE WITH THE ZONING REGULATIONS. THE PROPOSED DEVELOPMENT IS SUBJECT TO THE TOWN OF ROTTERDAM'S ZONING REGULATIONS, WHICH REQUIRE THAT ALL DEVELOPMENT BE IN ACCORDANCE WITH THE ZONING REGULATIONS.
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CONCEPT PLAN
 PETER ROAD LLC
 759 PETER ROAD
 TOWN OF ROTTERDAM
 COUNTY OF SCHENECTADY STATE OF NEW YORK

DRAWN BY: []
 CHECKED BY: []
 DATE: OCTOBER 31, 2024

SCALE: 1" = 30'
 SHEET 1 OF 1

teenburgh
 consulting
 engineering, PLLC

Respective Civil and Site Engineering
 Address: 2832 Rosendale Road
 Niagara, NY 14209
 Phone: (516) 353-9875
 Email: B-11050ENGP@C.com



Scaling of these drawings shall be done only for review and approval purposes. Contractors shall not create and electronic data only for layout and construction.

Unauthorized alterations or additions to this drawing is a violation of Section 102 of the State Engineering Law, P.E. License No. 11111. Any person who violates this law shall be subject to the penalties provided in Section 102 of the State Engineering Law, P.E. License No. 11111.



NO.	DATE	REVISIONS	BY

DPW Comments
May 20, 2025

7. **Thomas Beliveau – 812 County Line Road.** Concept/Sketch Two (2) Lot subdivision: Lot #1 = ±4.78-acres (proposed Single-Family Residence) & Lot #2 = ±5.30-acres (existing Single-Family Residence). Engineer: ABD Engineers LLC.
1. Extensive NYSDEC wetlands exist on and adjacent to property and proposed home location. Applicant will need to submit to DEC regional office for Jurisdictional Determination and will need to employ a wetland biologist to assist in delineation of wetland boundary. This will need to be completed prior to returning to the Planning Commission.
 2. Proposed area of residence and septic area has flooded in the past and soils appear to be saturated after a review of historical aerial photography. Soils data should be gathered and provided before moving forward with the project.
 3. Applicant should coordinate with the Town of Guilderland for proposed access onto County Line Road.
 4. Proposed homesite is located adjacent to an active railway & safety fencing should be required as a condition of approval if granted.

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Planning Commission should declare Lead Agency.

Involved/Interested Agencies

Schenectady County Economic Development and Planning
Schenectady County Department of Health
New York State Department of Environmental Conservation – Region #4
Rotterdam Highway Department
Rotterdam Police Department
Fire District #2
Town of Guilderland Planning Department
Town of Guilderland 239-nn

