

**Town of Rotterdam Planning Commission
Minutes of January 21, 2025, Meeting**

The Rotterdam Planning Commission held a meeting on Tuesday, January 21, 2025 at 7:30 p.m. at the Rotterdam Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306.

Present:	Kimberly Ricker Scannell, Chairman Lynn Flansburg, Vice Chairman Clark Collins Wayne Calder Joseph Signore Joseph Miglucci Peter Comenzo, Town Planner Stephen Valiquette, Attorney Marlo Urowsky, Secretary	Excused: Danielle Ciampino
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Chairman Scannell called the workshop to order at 7:00 p.m.

Attendance was taken and it was determined that there was a quorum.

Ms. Scannell: We need a motion to approve the summary minutes of January 7, 2025.

Mr. Miglucci: I will make that motion.

Mr. Collins: I second the motion.

Ms. Scannell: Are there any questions on the motion? Please call the vote.

Mrs. Urowsky: Mr. Collins?

Mr. Collins: Yes.

Mrs. Urowsky: Mr. Calder?

Mr. Calder: Yes.

Mrs. Urowsky: Mr. Signore?

Mr. Signore: Recuse.

Mrs. Urowsky: Mr. Miglucci?

Mr. Miglucci: Yes.

Mrs. Urowsky: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

Waivers:

1. **Peter K. Fruch, Inc. – 200 Von Roll USA.** The applicant requests a Waiver of Site Plan to install a concrete pad for chemical storage on a ±22.12-acre parcel.

Motion was made by Mr. Collins to approve the Wavier conditioned on the following:

1. Compliance with all NYS Building and Fire Codes and must obtain a building permit for the Town of Rotterdam Building Department.
2. Applicant shall obtain a Certificate of Compliance from the Town of Rotterdam Building Inspector prior to operation.
3. Applicant shall obtain any necessary permits required by NYSDEC.

Mr. Signore seconded the motion, and the vote resulted in unanimous approval of the motion.

2. **Sarita Lopchan – 93 W. Campbell Road.** The applicant requests a Waiver of Site Plan to operate a café in tenant space G-106, former Gertrude Hawk, ±1,875 square feet, from February 1, 2025 – January 31, 2026 in ViaPort Rotterdam.

Motion was made by Mr. Signore to approve the Wavier conditioned on the following:

1. Compliance with all NYS Building and Fire Codes.
2. Applicant must obtain a Fire Inspection and/or Building Permit and be issued a Certificate of Occupancy from the Building Inspector/Code Enforcement Officer prior to operation.
3. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
4. Owner/applicant shall install Knox box for emergency personnel. Please contact Fire District #6 and/or #7 for specifics.
5. Applicant shall obtain Schenectady County Health approval and/or New York State Department of State licensing.

Mr. Collins seconded the motion, and the vote resulted in unanimous approval of the motion.

3. **Tax Services of America, Inc. (Jackson Hewitt) – 93 W. Campbell Road.** The applicant requests a Waiver of Site Plan to operate a tax preparation office in tenant space G-108, formerly Junior Shoe Port, 1,022 square feet, from January 1, 2025 - April 20, 2025 in ViaPort Rotterdam Mall.

Motion was made by Mr. Calder to approve the Wavier conditioned on the following:

1. Compliance with all NYS Building and Fire Codes.
2. Applicant must obtain a Fire Inspection and/or Building Permit and be issued a Certificate of Occupancy from the Building Inspector/Code Enforcement Officer prior to operation.
3. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
4. Owner/applicant shall install Knox box for emergency personnel. Please contact Fire District #6 and/or #7 for specifics.

Mr. Collins seconded the motion, and the vote resulted in unanimous approval of the motion.

1. **Stewarts Shops Corp – Highbridge Road. Preliminary Site Plan/Special Use Permit review for the construction of a ±3,975 square foot Stewarts with three (3) fueling islands on a consolidated ±2.23-acre parcel. Engineer: Scott Edward Kitchner PE.**

Ms. Scannell: All right. Welcome to the all about Stewart's hour.

Mr. Marshall: Hopefully not an hour.

Ms. Scannell: Okay.

Mr. Marshall: We'll go for it. I'm Chuck Marshall from Stewart's. So, the last time we were here was July for the project on Highbridge Road. Probably the color plan is probably the biggest changes. We met with the neighbors and actually again today we solved the fence situation. So, it's going to be an eight-foot (8') fence on this portion and then it's going to, when it turns, it's going to go to six (6). The fence will match, you know, their property.

The other thing that's kind of changed is that the utilities are basically going to be underground through here. So, they won't have wires near the primary residence and National Grid will go around Sherman and come back up on the backside of the property. So again, for the most part, all the wires, because right now there's an easement that runs down the center of our property that's effectively being extinguished. So, for the most part, again, all the utilities have been resolved.

We met with Tim and Elizabeth, and they are, you know, content. The trees were of satisfactory. She requested, though, we have lilacs here instead of...

Ms. Scannell: Hydrangeas?

Mr. Marshall: Yeah, I think there's lilacs instead of rhododendron. So, we'll change, again, just change that note to make her happy.

Outside of that, we incorporated the sidewalk to Mercer and the sidewalk from Sherman.

There are a couple of things in the DPW comments and the GPI comments I just want to go over in part. I don't understand. And then just to highlight the kind of the changes. To switch to stockade fencing along Mercer and match the material, the white vinyl for 107 Mercer. Is that here?

Mr. Comenzo: That's the short section of fence.

Mr. Marshall: Okay, right there. That's just that...

Mr. Comenzo: That was the thought. I do not know. It is a pretty short section of stockade fence, unless there's some reason.

Mr. Marshall: No, it's just a note I didn't....

Mr. Comenzo: Okay, I wasn't sure why you were switching materials.

Mr. Marshall: No, no, no. I didn't catch the note.

The GPI comments had four (4), you know, basic comments that we haven't addressed, three (3) of which I think we can resolve and one of which I think we need some guidance on. So, this is the fence. This is the wall. The price sign included in the wall is.... I don't know if that's a comment that they've raised. So, I don't know if we relocated or if we leave it alone but the wall was at the request of the board so the sign was incorporated in the wall. So, the five-foot (5'), I

don't know how we deal with that. So, their comment just says the freestanding sign must be five (5) feet from the line but it's in a way not a freestanding sign because it's incorporated in the wall.

Ms. Scannell: What number is that?

Mr. Marshall: On there it's under previous comments it's letter A.

Mr. Comenzo: So, Chuck, the building inspector interprets the sign code so I can check with them and let you know one way or the other.

Mr. Marshall: Yeah, just let me know...

Mr. Comenzo: I will let you know one way or the other in terms of what their decision is as to whether a variance would be required, or the Planning Commission could waive that or it is okay.

Mr. Marshall: Yeah, we're again just want to resolve.

Ms. Scannell: I'm sure if we are able to waive that, I'm sure we can do that.

Mr. Marshall: We just want to attempt to resolve the outstanding issues. The underground so be underground petroleum bulk storage, that's here and what we did is we've just slid them, and we'll turn them at an angle so again bringing them into compliance.

See the northwest corner of the parking lot does not provide adequate turning movement for the end spaces consider revising. Again, this is in the vicinity of the sidewalk back here. This is a six (6) inch curve, and these two (2) spaces are slightly wider than the others so, we don't see a problem with it and we don't know like how we would resolve it unless we move like the sidewalk in and then make for lack of better terms, you know, that area larger.

Mr. Signore: What is the downside of it?

Mr. Collins: I don't understand why it's a problem other than that.

Mr. Marshall: That's just a GPI comment. I mean if you're like, we're fine with it it's you know with the six (6) inch if it were a wing curb or flush I could understand because then you're backing effectively backing into the sidewalk but with the six (6) inch curb, I don't think it's the problem they're making it out to be.

Ms. Scannell: Okay Peter, can we have a conversation with Ryan about that?

Mr. Comenzo: Yeah, and the drive aisles it is 24 feet between the parking spaces and the easiest thing would be to just talk to Ryan about it.

Mr. Marshall: I think it's slightly larger than 24.

Mr. Comenzo: Okay, well then should be able to turn the car around.

Mr. Marshall: And then the last thing is the off-street loading 15 x 40 so what we're going to do is we're going to lose this space and just stripe the whole thing and bring it into compliance. So outside that the remainder of the comments as we took them were you know highly technical. Stormwater, septic, stuff like that so I don't think anything to the board you know for lack of better terms would be concerned with. Then you get into the DPW comments of the 18th and the

only one that I saw that I have, I guess number three (3) I didn't read thoroughly enough but number six (6) was fencing along Sherman and Highbridge should match the Stewart's recently constructed on Guilderland Ave with the pilasters and aluminum.

Mr. Comenzo: From the DPW comments, I believe Kim you were there. I think that the discussion was not necessarily the wall but...

Mr. Marshall: I'm sorry, I went backwards. I went the wrong way.

Ms. Scannell: So, I think that was from where the wall ended.

Mr. Marshall: Yes.

Ms. Scannell: Following the sidewalk.

Mr. Marshall: There's no, so around the sidewalk though there's no wall. The walls only on this corner. There's no fencing anyplace else.

Mr. Comenzo: That's why the comments is there. I think that we were looking for consistency to be similar to what you did on Guilderland Avenue, and this goes for Curry Road/Helderberg Avenue site as well. To kind of force people to use the sidewalk as opposed to cutting across the lawn you would have like some decorative fence.

Ms. Scannell: Something that would go along the sidewalk, yes.

Mr. Comenzo: It would get people to use the sidewalk.

Mr. Marshall: Then from the last thing is we have our County DPW permit for the driveway location. The septic permit has been submitted. So that's as far as we see it, those are kind of the outstanding items.

Ms. Scannell: And you were good with how the sidewalk really needs to kind of connect to Mercer on that one side.

Mr. Marshall: We brought it all the way out is it supposed to move, like it's supposed to, we discussed at the last meeting, that's why I was confused about the fence comment I thought we ended the vinyl fence, change of note here so you want to go from vinyl to the aluminum with...

Ms. Scannell: So, I think we talked about with our complete streets plan that we adopted last year that we would like to see the sidewalks kind of go all the way along the property line, your property line.

Mr. Marshall: So, to drop down north on Mercer.

Mr. Scannell: Peter, you want to help me out here.

Mr. Comenzo: Just a typical sidewalk to run along Mercer.

Ms. Scannell: To the end of your property. Yes, to kind of become, if people, those folks want to coming in for a nice ice cream cone or a cup of coffee it's, that side I think is going to be the biggest that's going to be your most walkable side. You're going to get a lot of traffic from the other side with the apartments as well but...

Mr. Comenzo: Well Mercer that connects to the whole neighborhood there as opposed to Sherman; I think.

Mr. Marshall: I'm all for it. I'm just making sure it down. That's it. It decreased a number of pumps.

Mr. Comenzo: So, while you are here, I had a conversation today with the County. They are debating as to whether to put their crosswalk across from Peter as opposed to where it is. It is not their final decision but they're basically Peter Road is a collector for that entire neighborhood there. So, rather than have a mid-block they were thinking of rather than having it at the corner of the block they were thinking it might make more sense to connect it to Peter Road because the majority of people, bicyclists, and pedestrians and stuff will probably come from Peter Road as opposed to just the farm. Instead of running across the road right at Peter Road they would have as opposed to what, I don't know how many people would actually walk...

Mr. Marshall: It's unlikely the only reason is...

Mr. Comenzo: And then go actually use the crosswalk and then walk back that it might make more sense to connect but they did not give me a final answer they said...

Mr. Marshall: Whatever, I mean whatever you and they decide, I mean the only reason we did that is because there's a crosswalk there today. So that was our rationale and again...

Mr. Comenzo: So, the engineering department was saying it might make more sense to move it over and eliminate the other one but we will let you know.

Mr. Marshall: That's fine.

Mr. Comenzo: Unless you have a preference.

Mr. Marshall: No, not big on preferences.

Ms. Scannell: It's looking beautiful. We're super excited. I hear so many people in the community talking about how happy they are that it's just right off the exit. They've told me I know it's not far to get to Hamburg Street but you still you got to get off, I think you're going to really see...

Mr. Marshall: Again, it's a different neighborhood so, we're probably just as excited.

Mr. Signore: I don't know how anybody really can complain about a Stewart's shop going up considering what was there. I mean compared to...

Mr. Marshall: It's a different shop.

Ms. Scannell: All right we'll start with Mr. Calder, questions, comments, concerns.

Mr. Calder: Nope. I like the project. I'm looking forward to it going through. I have no questions tonight.

Ms. Scannell: Thank you very much. Mr. Collins?

Mr. Collins: I'm good with it. It's a great project and I want to thank you for working so well with us. It's always a pleasure and it's moving along so let's just get it done.

Ms. Scannell: Sounds good. Mr. Signore?

Mr. Signore: I mean we couldn't have worked with a better corporation, quite honestly. I mean what was there was an old, dilapidated gas station and who may have come in probably wouldn't have been so accommodating as Stewart's. So, we're delighted, I'm delighted. That store will do very well, exceptionally well. It's a good location. You cleaned it up and you guys did everything you could for the neighbors. I can't ask for anything more. Now when will the actual developing start probably when the weather gets a little better.

Mr. Marshall: Yeah, it's just, I mean from the sounds of it, it's one (1) probably one (1) more meeting here and then you know just fine-tuning some stuff with the County.

Mr. Signore: I mean you can't do concrete and stuff in this kind of weather.

Mr. Marhsall: No.

Mr. Signore: I'm going to guess maybe April.

Mr. Marshall: I mean the buildings came down. The contaminations done. We did all the site prep that we can do so literally just the building permit, and we will be on our way.

Mr. Signore: You know that site might have been there for years because the environmental cleanup is so expensive.

Mr. Marshall: We were able to factor that into our numbers. I think one (1) of the things, you know I said this before, I sit on a planning board and I had someone say the other night how you know that there's debris and garbage and stuff in the ground and you know, I just raised a question if you don't clean out how's it going to get better right. So, I think that projects and construction enable that to happen.

Ms. Scannell: Thank you. Mr. Miglucci?

Mr. Miglucci: The Dake family hit another one out of the park. I'm happy with it.

Ms. Scannell: Very good. Mrs. Flansburg, do you have any comments on the beautiful Highbridge Road Stewart's?

Mrs. Flansburg: Highbridge one, no. I trust that it's going well.

Ms. Scannell: It is coming along swimmingly.

Mrs. Flansburg: Well, I guess the only thing I did have, obviously I'm literally just walking in, the consensus among the neighbors that were here last time.

Mr. Marshall: So, Tim and Elizabeth you know the first house on Mercer so we met with them again today and we went through the plantings. We're switching from rhododendron to lilacs, and we are going to go underground, like the most of utilities, there is going to be a transformer box here and then one (1) here so that is going to keep everything out of their view. Then there is going to be a pole here so no wires until the pole back here and then they're actually going to be fed, they're going to come up Sherman and around and then back down. The existing utilities went through so they were happy with that. They were happy with the trees. That was it really so, I mean again we've worked with them. They're not unreasonable then you know, I think that once we got over like the building placement and when we decreased the number of pumps and they were not going to see that fourth pump, I think that their world kind of changed for the better.

Mrs. Flansburg: We appreciate it. Thank you for working with them.

Ms. Scannell: Well, I think that again this is a wonderful project. I think we all think that and thank you and thank you Stewart's. I know one of the things that we had talked about that I don't recall seeing a note anywhere on the plans, we talked about the volume of the advertisements that run pumping gasoline.

Mr. Marshall: I thought that that was a condition of the zone change actually. I'll double check. It's easy for me to say no to that stuff because I hate it, but I just have to report it up right.

Ms. Scannell: Well just make sure it's conditional, if it was not conditional on the change of zone it will be condition on our special-use permit and our final approval.

Mr. Marshall: That's fine.

Ms. Scannell: Other than that, thank you very much. Peter did you have anything else?

Mr. Comenzo: No.

Ms. Scannell: Steve?

Mr. Valiquette: No, you already mentioned the sign thing that you guys are going to check on for the waiver potential.

Ms. Scannell: Peter is going to check on that.

Mr. Valiquette: I believe that's all I have.

Ms. Scannell: Awesome. Well thank you very much.

2. **Stewarts Shops Corp – 1841 Helderberg Avenue. Concept/Sketch Site Plan/Special Use Permit review to construct a ±4,500 square foot convenience store with four (4) fueling islands on a 0.87-acre parcel. Engineer: Scott Edward Kitchner PE.**

Mr. Marshall: Chuck Marshall from Stewart's. This one started actually in 2020 with the zone change and at the time what we did was and I apologize I don't remember her name,

Ms. Scannell: Evans.

Mr. Marshall: We gave Miss Evans a life estate which allowed her the ability to sell her home and then remain in the home until her you know passing and ultimately in November or December, we received a letter from her daughter that she did in fact pass. So, now we're here for the redevelopment of the you know what we call the Curry Road Stewart's at the corner of Curry and Helderberg. This is similar to the Highbridge Road. It's a B-2 zone having achieved the zone change. SEQR was determined during the zone change process to be a negative declaration. I know that, because this is just an introduction of the project there's probably going to be more you know comments or uncertainty than you know normally have. I'll just kind of walk through the differences so you know from three (3) pumps today that run you know out towards the point to four (4) at a somewhat different angle then you are probably custom to. The real reason for that is that we try to avoid people making like sweeping movements. So, the you know, the turns here it's really like right into the pumps instead of like them being perpendicular where you would put them against each other so that's why they're at the angle that they're at.

DOT and I forwarded it to Peter today, DOT on the Curry Road side is okay with the access configuration. We sent the Helderberg outside to the County and await their response. The entrance here is primarily for the delivery truck so we can come in and then back down instead of circulating through the entire lot and then doing the same movement. So, again it's our intention that the truck come in and then back right here the delivery area is here. Other than that, without overly complicated, the sidewalk extends to Curry and parking along the perimeter. The building goes from the brick building with the mansard roof and instead is the new building with a clapboard and the peak roof.

So, it sounds like there's more questions about this one than the previous. So, I'll just let you guys fire away.

Ms. Scannell: Well, we're excited for the facelift that's for sure. You guys once again are in a very prominent intersection that's going to bring a whole bunch of traffic questions down the road. So, I just want to talk about the overall design of the building and a couple of things that I noticed. It seems like a little plain and simple for that intersection. I would like to maybe see something that could dress it up a little bit maybe some dormer windows or something to blend with the residential feel of that neighborhood that's tucked behind it on Helderberg.

I noticed that you have the four (4) picnic tables off to the side and it looks like that's where the air pump is as well.

Mr. Marshall: Yes.

Ms. Scannell: I'm not a fan. Personally, I just think that's an awful lot going on in that area over there. When people are backing up to you know waiting for their air and people are trying to enjoy their nice milkshake, it could get to be a lot. In my mind I'm thinking I know that your store the Stewart's, that's in Glenville on the other side of Pattersonville right at Rotterdam Junction with a door that's on the wrong way.

Mr. Marshall: The door swings to the wind.

Ms. Scannell: You're able to have an air pump that's situated away from the building at that location.

Mr. Marshall: Is it situated away, like is it remote toward the road?

Ms. Scannell: So, it used to be up on the building yeah and then now it is at the far west corner of the parking lot.

Mr. Marshall: It has to be on the building side.

Ms. Scannell: It's not on the building side.

Mr. Miglucchi: No, it's way on the other side of the parking lot going toward Amsterdam. On the other side of the pumps.

Ms. Scannell: It's far, far away.

Mr. Comenzo: So, you're thinking compressor, right?

Mr. Marshall: Yes.

Mr. Comenzo: The compressor is in the building correct?

Ms. Scannell: No, this is an island. It is all by itself and it is far, far away from the building and the nice thing about that is that folks can line up and line up over there to get their free air and they're not taking up spots for people that want to run inside and they're not idling up close to where people are having milkshakes.

Mr. Collins: They have the same thing over the one on Fuller Road, the Stewart's. It's way across the parking lot near the side street on Fuller Road. It's not even near the building.

Mr. Marshall: I'm just thinking about the distance of the compressor so, I get the intention, and I'll just see where I can put it.

Ms. Scannell: The one that I'm talking about is as far away actually from the building as you can get on that property.

Mr. Comenzo: Cumberland Farms has them on the opposite side they are away from the building too, but they have got to pay. Stewart's it is free.

Ms. Scannell: It was also the area where the picnic tables are is what if we move those two (2) picnic tables up next to the other two (2) so that they kind of extended along the side of the building and maybe we were able to cover that area so that folks that were walking there could sit and have some treats outside with like a covered area.

I'm going to open it up to everyone else but there's some I have a lot of concerns about the in parking and the out parking and the getting off of Helderberg Avenue. I have concerns in general and so does everybody else not necessarily a Stewart's thing but a whole traffic thing in that area. Clark, why don't we start with you?

Mr. Collins: I got a couple questions. First of all, the one where the water line is are you putting a new curb stop in? It's on the next page. "Inaudible..." but it seems like it would be in the building or maybe I'm reading it wrong.

Mr. Marshall: I haven't printed the utility plan but more than likely we would attempt to reuse the service because I'm assuming the main is in Curry which would be difficult to attack.

Mr. Collins: I think the main is coming off of Helderberg on that one.

Mr. Marshall: Okay.

Mr. Collins: I think. I'm not positive. My other concern is, and I don't know what you can do about it but the traffic pattern they switched on Helderberg Avenue, they made that light, because I almost got hit the other day. The light before

it has two (2) lanes and the right-hand lane you can either go across Helderberg or you can take a left. It's been like that for 50 years or longer and now that lane you can just go straight. My concern is when they come out of here, they got to go across two (2) lanes to get if they want to take a left. Do you know what I'm saying?

Mr. Marshall: I followed you, but I didn't I don't know well enough because I didn't look at that today.

Mr. Collins: What we are trying to do is we talked to Fred, and I think that's the County, right Peter?

Mr. Marshall: Yes.

Mr. Collins: They're being a little stubborn and we're trying to get them to revisit but Kim's going to make some kind of thing at the end that we can consent on but that's my concern and maybe with a new project we don't want to create another traffic problem because what they did is just what was that word you used?

Ms. Scannell: It's a fugazi.

Mr. Collins: A fugazi.

Mrs. Flansburg: It's mind boggling but it's terrifying.

Mr. Collins: Other than that, I like the project and if you make it dress up the roof like Kim suggested to break it up, so it looks more residential than just put those fake dormers in there. Other than that, I like it, and I think it's a great project. It could really use it because that store is really small compared to the other ones. Especially with the outside seating I think it's a great project, but I would check on that water line and maybe if we all get together and we can put some pressure on the County to get rid of that, that problem.

Ms. Scannell: Thank you. Mr. Calder, questions, comments, concerns?

Mr. Cader: No. I like to change that you talked about on the building itself. Curry Road is, that is a terribly busy intersection no matter what you do with traffic there. I really don't know the answer to that. You've got all kinds of roads coming in intersections. Other than that, I really don't have anything.

Ms. Scannell: Thank you. Mrs. Flansburg?

Mrs. Flansburg: I was just kind of highlighting the DPW's comments, there's the eight (8) comments but a few that stuck out to me was adding a crosswalk in the parking lot from the building to the sidewalk on Helderberg.

Mr. Marshall: So, I had that highlighted as well. So, the question that I kind of got to was do you want to like match kind of the angle of the egress or do you want to move it to the south side and make it...

Ms. Scannell: I think everybody has to have a big conversation about what's going on there and by everybody it's people above frankly above our pay grade. I think we need County and State input. We need DOT certainly commenting on things, as well as our TDE. Peter, what needs to happen for that to occur?

Mr. Comenzo: We just need to set up a meeting and I think you were on some of the correspondence today it was kind of going back and forth with the County on both of these projects but there was some concern about this right in and then at DPW we talked about it because this backs up quite a bit. Chuck so I think the thought was people might start trying to cut they are making a right; they're going to cut right through the lot. So, there was some discussion about what to do with that in terms of access so I think really CHA is our TDE on this and they have traffic engineers on staff so, I think the

thought was we would sit down with the County probably involve DOT because they have done things at the light which are not helping the safety aspect and get that worked out so then we can do the engineering part of it. So, I think the thought was let's get access down. Let's get some kind of conceptual approval for the access points through the County and we've got the State here this makes the most sense and get that squared away. Then we can size the rest of it.

Mr. Marshall: One of the things I'll make a recommendation is if you move the building closer to Helderberg. The incentive to make that cut is eliminated. So, the building will slow down the speed, so people won't come in and try to go around.

Mrs. Flansburg: Because you'll have it in the way.

Mr. Marshall: You'll have it in the way.

Mrs. Flansburg: You'll lose space though, right because you just have...

Mr. Marshall: You literally just slide.

Mrs. Flansburg: Sliding it this way. I'm thinking forward. You mean closer to just Helderberg.

Mr. Marshall: You can do almost either. I mean you can move it like if you kind of do both you might get more out of it but it's not going to be a lot.

Mr. Comenzo: I think you have also got to watch the maneuverability around the pumps too because you are going to have people backing out into where the pumps are, so I think you eliminate one problem but maybe create another one.

Mr. Marshall: My recommendation would be to do a little bit of both to slow it down. We'll look at it.

Ms. Scannell: You guys obviously you will be in on that meeting.

Mrs. Flansburg: Just whatever is the safest way, there should be something identifying people getting from the store to the sidewalk on that side. You have a way on this side. Also fencing along Curry and Helderberg should match the newer constructive one on Guilderland Avenue.

Mr. Marshall: So, the same kind of question, not a lot of land, I didn't bring a colored one but those decorative fencing, the landscaping is out to like the point. So how far with, I would typically do the decorative fence to like here and then down like around here.

Mrs. Flansburg: I wouldn't want it any farther than that if that's what you mean like to keep going or I wouldn't go any further than that. I'm assuming you have a lot of issues at the actual corner anyway. If you end up having to move the air over there how that plays...

Mr. Marshall: I mean the air would be there.

Mrs. Flansburg: And I'm thinking that would be your employee parking because it's the furthest away from the store except you don't want them where the air is.

Mr. Marshall: I mean and again like one of those things we probably want to hide the air behind the tree type thing but I'm just drawing lines on the paper.

Mrs. Flansburg: That was it. I was going to point out what Mr. Collins said earlier because I work at Mohonasen which is on the other side of Helderberg and crossing over is literally a death trap right now because for 50 years or however long basically the lane that has a right turn only and straight arrow right all the way out at the corner, on the other side right okay right there there's the two lanes where they're going to sit at the light. One of them says left only and straight and they are now both left no, the left lane is left turn only and the lane closest to Stewart's is just straight across, but people don't abide by it.

Mr. Marshall: Because they've been doing it for 50 years.

Mrs. Flansburg: Because they've been doing it for 50 years and they don't understand the signs. So just revisiting that point because if you all can get that changed that would be great.

Ms. Scannell: That's we unanimously every single person on this Planning Commission has unanimously said that there is some form of a need for additional testing and studies.

Mrs. Flansburg: They had huge signs up telling people what to do but coming from that direction they're not telling them that they can't go left anymore. So to Clark's point if that remains as it is now the new way if you're going to exit your property onto Helderberg, you've got to go across two (2) lanes you have to go across two (2) lanes if you're going to be able to make a left onto Curry or you've got to circle back and go out the other entrance/exit to get onto Curry in the first place which means you have to cross over two lanes of Curry to get there which is also their speed up lane.

Mr. Marshall: Because then it decreases...

Mrs. Flansburg: It's not the speed up lane but that's where you pass the people who aren't going very fast before that lane ends.

Mr. Signore: Correct me if I'm wrong Kim or anybody when you're making a left turn, and you want to go to Curry Road you have a very short distance to get over into the next lane in an intersection that has a lot of traffic. So, you've got to come out and quickly get over to go to Curry. It's a very short distance in front of Gabriel's.

Mrs. Flansburg: You just said that the other entrance only on Helderberg was predominantly to be able to have the delivery truck I would assume a dumpster, a garbage truck come in to just access...

Mr. Marshall: That primarily is just for our delivery truck. Obviously, it doesn't sound like it's the major hang up because it sounds like most of the traffic concerns is like off the site but it just prevents the truck. So, like right now the fuel tanker and for the goods delivery you come in and back down. Instead of like coming in around and then back in crossing...

Mrs. Flansburg: The whole lot, right?

Mr. Marshall: So that's what this is you know for. Obviously, I don't think a sign is a good enough to turn.

Ms. Scannell: What about I mean what about something in the road itself and I know that that's not a truck decision or a Kim decision but sometimes there's those islands in the road that prevent people from taking a left into that because the way that you have that angle...

Mrs. Flansburg: You mean the one at Dunkin Donuts where you can't make a left, but they still do.

Mr. Marshall: We can do like a bump like a mountable type thing where it looks, it prevents you from making a left but the truck just like kind of yeah mountable curb will go there.

Ms. Scannell: Again, probably part of the conversation to have at the traffic meeting.

Mr. Marshall: I think I get the general sense of slow people down so that they don't try and turn around the building cutting from Helderberg to Curry.

Ms. Scannell: I think it would behoove the State to take a closer look at the timing and everything else of their brave new traffic system there because someone's going to get killed.

Mr. Signore: With the arrow going straight to Helderberg Avenue people would be inclined to cut through the stores to get to Curry going west.

Mr. Marshall: I'm going to I think I'm going to come up with two (2) call it changes to...

Mr. Signore: Are you local?

Mr. Marshall: No.

Mr. Signore: I mean that's not very far from here you could almost take a look at.

Mr. Marshall: I drove the store today. I'm not going to lie, and I came off of Altamont, so I was going straight. For me it wasn't an issue and it's funny because if you're on this side of the "Inaudible" you pay attention to a bunch of different things like I noticed that we haven't plowed the driveway on Helderberg, and the garbage is still there, and we didn't plow the other lot. I looked at other things and not that access configuration so I will go back and look. I get it I mean I understand what our goal has to be.

Ms. Scannell: Wonderful. Mrs. Flansburg do you have anything else?

Mrs. Flansburg: That's all I have for now. Thank you.

Ms. Scannell: Mr. Signore?

Mr. Signore: No. Again, I just want to go on the record saying what a great job Chuck's doing.

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

Mr. Miglucci: Just something real quick, parking spaces 22 through 32. That is overflow parking because my question is when that tanker comes in is that going to be for employees or something. I'd hate to have it block somebody in there.

Mr. Marshall: So, 22 through 25 is really your larger like National Grid, DOT type truck. They are parallel space. They're not actually going to enter a perpendicular parking space type thing.

Mr. Miglucci: My question is where's that tanker going to be located when it's fueling those tanks. Is it going to be going across like 26 through 32?

Mr. Marshall: It will block 26 through 32.

Mr. Miglucci: So, I mean basically employees will park there.

Mr. Marshall: Almost all of our fuel is delivered overnight. It's actually the safest time for fuel delivery is when the store is closed because there are no customers in the lot. The flip side of which is the goods delivery has to occur when someone is there because someone has to inventory when it comes in.

Mr. Miglucchi: That's all I have.

Ms. Scannell: Thank you.

Mr. Collins: Why don't you do angle parking?

Mr. Marshall: You lose too many spots. It might work here better than other locations. "Inaudible..." If you shifted it over a little bit and you angled the spaces, now that the angle spot kind of prevents someone going to Helderberg to come around. If you slide the building to the point and toward Helderberg with angled parking you might create enough of a physical barrier.

Mr. Collins: I just had to ask.

Ms. Scannell: Chuck, I really like the bike rack. Thank you. Where is the snow going?

Mr. Marshall: It is going to be pushed and then it's going to have to be hauled off site. There is no storage for snow here.

Ms. Scannell: Peter?

Mr. Comenzo: I have no comments.

Ms. Scannell: Steve?

Mr. Valiquette: No. Just reiterating the comments about the meeting for the traffic pattern, just to review that. Otherwise, if anybody at that meeting needs me to contact them, I'm happy to do so for legal reasons. That's it. Thank you.

Ms. Scannell: Well, thank you, Chuck. We look forward to the next time you're here.

Mr. Marshall: Thanks.

Mr. Collins: I'd like to make a motion to adjourn this evening's meeting.

Mrs. Flansburg: I'll second.

Ms. Scannell: All in favor.

Planning Commission Members: I.

Meeting adjourned at 8:18 p.m.

Respectfully Submitted,

Marlo L. Urowsky
Planning Commission Secretary