

**Town of Rotterdam
Planning Commission
June 17, 2025**

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

1. **M.C. Affiliates, LLC (Martin Capullo) – 1601 Altamont Avenue.** The applicant requests a Waiver of Site Plan review to construct a ±4,302 square foot addition and connect two (2) existing buildings (Towne Bowling Academy ±16,253 square feet & Former Sun Capsule ±2,500 square feet) on a recently combined ±1.63-acre parcel. Engineer: William H. Smart Engineering, PLLC
2. **Scott Longo & GAA Property Holdings – 743 & 843 Giffords Church Road.** The applicants request a Waiver of Subdivision to Boundary Line Adjust 4 acres of property from 743 Giffords Church Road to 843 Giffords Church Road. Engineer: Empire Engineering, PLLC.
3. **Rocky's Discount Wine and Liquor LLC – 2037 Hamburg Street.** The applicant requests a Waiver of Site Plan review to operate a ±2,532 square foot liquor store (first floor), previously utilized as a model train store, with a ±1,452 square foot second floor apartment on a ±0.20-acre parcel. Engineer: Hershberg and Hershberg.
4. **David Gazillo – 101 & 102 Anna Court.** The applicant requests a Waiver of Subdivision to Boundary Line Adjust ±782 square feet of property from 102 Anna Court to 101 Anna Court. Engineer: ABD Engineers and Surveyors, LLP.

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

Approval of the Summary of Minutes May 20, 2025

1. **MRL Ventures, LLC – 1900 Altamont Avenue.** Final Site Plan/Special Use Permit Public Hearing 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.
2. **Lece Senior Living Phase II – 2200 Helderberg Avenue/Helderberg Avenue.** Preliminary Site Plan review public hearing 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.
3. **Stewarts Shops Corp – 1841 Helderberg Avenue.** Preliminary 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.

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

1. **M.C. Affiliates, LLC (Martin Capullo) – 1601 Altamont Avenue.** The applicant requests a Waiver of Site Plan review to construct a ±4,302 square foot addition and connect two (2) existing buildings (Towne Bowling Academy ±16,253 square feet & Former Sun Capsule ±2,500 square feet) on a recently combined ±1.63-acre parcel. Engineer: William H. Smart Engineering, PLLC
2. **Scott Longo & GAA Property Holdings – 743 & 843 Giffords Church Road.** The applicants request a Waiver of Subdivision to Boundary Line Adjust 4 acres of property from 743 Giffords Church Road to 843 Giffords Church Road. Engineer: Empire Engineering, PLLC.
3. **Rocky's Discount Wine and Liquor LLC – 2037 Hamburg Street.** The applicant requests a Waiver of Site Plan review to operate a ±2,532 square foot liquor store (first floor), previously utilized as a model train store, with a ±1,452 square foot second floor apartment on a ±0.20-acre parcel. Engineer: Hershberg and Hershberg.
4. **David Gazillo – 101 & 102 Anna Court.** The applicant requests a Waiver of Subdivision to Boundary Line Adjust ±782 square feet of property from 102 Anna Court to 101 Anna Court. Engineer: ABD Engineers and Surveyors, LLP.

WAIVER OF SITE PLAN REVIEW

Date: June 17, 2025

PC2025-W30

The Town Planning Commission Office has received the attached application and accompanying documents. The below-identified applicant requests a waiver of Article XVII "Site Plan Approval", stating that a site plan review and approval is unnecessary and would not serve the purpose of the Article.

APPLICANT: M.C. Affiliates LLC - Attn : Martin Capullo
ADDRESS: 1601 Altamont Avenue
Schenectady, NY 12303

PROJECT ADDRESS: 1599 Altamont Avenue & 1601 Altamont Avenue

APPLICANT IDENTIFIED AS: Owner Lessee Contract Vendee

REQUEST: The applicant requests a Waiver of Site Plan review to construct a ±4,302 square foot addition and connect two (2) existing buildings (Towne Bowling Academy ±16,253 square feet & Former Sun Capsule ±2,500 square feet) on a recently combined ±1.63-acre parcel. Engineer: William H. Smart Engineering, PLLC

Action Taken by Commission:

In accordance with Chapter 270 of the Town of Rotterdam Zoning Ordinance, Article XVII, "Site Plan Approval", Section 270-130(C) the Planning Commission waives the requirements set forth in said Article, conditionally. Conditions imposed, if any, are as follows:

1. Compliance with all NYS Building and Fire Codes.
2. Applicant shall 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. Owner/applicant shall install Knox box for emergency personnel. Please contact Fire District #2 for specifics.
4. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
5. All water shall be metered. Owner shall install a water meter that reads in gallons with an outside reader without a wand to read prior to operation. Please check with DPW for retailers.
6. Parking lot shall be patched, sealed, and striped prior to the issuance of a certificate of occupancy.
7. A dumpster enclosure shall be installed at the rear of the building.
8. Total site requires a minimum of five (5) parking spaces. Handicap parking, signage, and access isles shall be installed in accordance with ADA standards prior to the issuance of a certificate of occupancy.

The Commission action on the Waiver application took place at the Planning Commission meeting of June 17, 2025 and authorized the Commission Chairman to execute the Waiver. The issuance of this Waiver is contingent upon the applicant complying with all conditions as stated above. Failure to adhere to conditions may result in revocation of Waiver by the Town of Rotterdam Planning Commission and requirement of a full Site Plan.

Peter J. Comenzo
Senior Planner

Kimberly Ricker-Scannell, Chairman
Planning Commission

WAIVER OF SUBDIVISION REVIEW

Date: June 17, 2025

PC2025-SW3

The Town Planning Commission Office has received the attached application and accompanying documents. The below-identified applicant requests a waiver of Section 249 as outlined in Section 249-27(D) entitled "Waiver for Lot Line Amendments."

APPLICANTS: Scott Longo
843 Giffords Church Road
Schenectady, NY 12306

GAA Property Holdings, LLC
1900 Western Avenue
Albany, NY 12203

PROJECT ADDRESS: 743 & 843 Giffords Church Road

APPLICANT IDENTIFIED AS: Owner(s) Lessee Contract Vendee

REQUEST: The applicants request a Waiver of Subdivision to Boundary Line Adjust 4 acres of property from 743 Giffords Church Road to 843 Giffords Church Road. Engineer: Empire Engineering, PLLC

Action Taken by Commission:

In accordance with Chapter 249 of the Town of Rotterdam Zoning Ordinance, entitled "Subdivision," Section 249-27(D) the Planning Commission waives the requirements set forth in Chapter 249, conditionally. Conditions imposed, if any, are as follows:

1. The final maps (with all necessary changes discussed at the Planning Commission) need to be submitted for signature and filing with Schenectady County.
2. Pin and cap new lot corners prior to Chairman's Signature.
3. The Planning Commission Chairman will sign up to two (2) Mylar's (One for Schenectady County and one for the applicant).
4. The signed Mylar's need to be filed with Schenectady County Clerk's office within ten (10) days.
5. After signature and filing with Schenectady County six (6) paper copies shall be returned to the Planning Commission office.

The Commission action on the Waiver application took place at the Planning Commission meeting of June 17, 2025 and authorized the Commission Chairman to execute the Waiver. The issuance of this Waiver is contingent upon the applicant complying with all conditions as stated above. Failure to adhere to conditions may result in revocation of Waiver by the Town of Rotterdam Planning Commission and requirement of a full Subdivision.

Peter J. Comenzo
Senior Planner

Kimberly Ricker-Scannell, Chairman
Planning Commission

WAIVER OF SITE PLAN REVIEW

Date Reviewed: **June 17, 2025**

PC2025-W031

The Town Planning Commission Office has received the attached application and accompanying documents. The below-identified applicant requests a waiver of Article XVII "Site Plan Approval", stating that a site plan review and approval is unnecessary and would not serve the purpose of the Article.

APPLICANT: **Rocky's Discount Wine and Liquor**
ADDRESS: **2037 Hamburg Street**
 Schenectady, NY 12303

PROJECT LOCATION: **2037 Hamburg Street**

APPLICANT IDENTIFIED AS: **XX Owner** **Lessee** **Contract Vendee**

REQUEST: The applicant requests a Waiver of Site Plan review to operate a ±2,532 square foot liquor store (first floor), previously utilized as a model train store, with a ±1,452 square foot second floor apartment on a ±0.20-acre parcel.

Action Taken by Commission:

In accordance with Chapter 270 of the Town of Rotterdam Zoning Ordinance, Article XVII, "Site Plan Approval", Section 270-130(C) the Planning Commission waives the requirements set forth in said Article, conditionally.

Conditions imposed, if any, are as follows:

1. Applicant must obtain a Fire Inspection and/or Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam Building Inspector/Code Enforcement Officer prior to operation.
2. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
3. Owner/applicant shall install Knox box for emergency personnel. Please contact Fire District #3 for specifications.
4. Owner/applicant shall install a water meter that reads in gallons with an outside reader without a wand to read prior to the issuance of a Certificate of Occupancy.
5. Applicant shall obtain NYS Liquor License. A copy has been submitted with application.
6. Applicant shall pave, repair, sealcoat, and parking in both the front and rear of property no later than August 31, 2025.
7. Applicant shall establish handicap ramp and parking at rear of building no later than August 31, 2025.
8. Applicant shall obtain cross easements for parking access to the paved area located on 209 Central Ave. (Tax #59.07-9-7.21).

The Commission action on the Waiver application took place at the Planning Commission meeting of June 17, 2025 and authorized the Commission Chairman to execute the Waiver. The issuance of this Waiver is contingent upon the applicant complying with all conditions as stated above. Failure to adhere to conditions may result in revocation of Waiver by the Town of Rotterdam Planning Commission and requirement of a full Site Plan.

Peter J. Comenzo
Senior Planner

Kimberly Ricker Scannell, Chairman
Planning Commission

ROCKY'S DISCOUNT WINE AND LIQUOR LLC

SUMMARY

2037 HAMBURG STREET WAS A PREVIOUS APPROVED RETAIL STORE SELLING TRAIN MODELS AND RELATED PARTS. WE ARE LOOKING TO CONVERT THIS PROPERTY TO RETAIL STORE SELLING ALCOHOLIC BEVERAGES SUCH AS WINE AND LIQUOR. THE NAME OF THE LLC OPERATING THE PREMISES WILL BE **ROCKY'S DISCOUNT WINE AND LIQUOR LLC**. THE LLC MEMBERS ARE PARVINDER CHAHAL AND GURCHARAN SINGH. THE LICENSE FROM THE STATE LIQUOR AUTHORITY HAS BEEN OBTAIN. WE ARE SEEKING THE TOWN APPROVAL FOR A CERTIFICATE OF ACCUPANCY.

DETAIL INFORMATION

- 1) COPY PF THE DEED IS ENCLOSED.
- 2) SURVEY MAP SHOWING ALL STRUCTURE ON SITE AND PARKING IS ENCLOSED.
 - INTERIOR FLOOR PLAN IS ENCLOSED.
 - IMPROVEMENTS WILL INCLUDE A RESURFICING OF THE PARKING AREA, IMPROVED LIGHTING, NEW STORE SIGN ON EXISTING SUPPORTS.
- 3) USE OF PROPERTY: THE PROPERTY WILL BE USED AS ARETAIL STORE SELLING ALCOHOLIC BEVERAGES FOR OFF-PREMISE CONSUMPTION. THE ENTITY HAS ALREADY OBTAINED THE APPROVAL/LICENSE OF THE STATE LIQUOR AUTHORITY TO OPERATE SUCH PREMISE. THE ENTITY IS EXPECTED TO EMPLOY TWO TO THREE INDIVIDUALS DEPENDING UPON THE NEED OF THE STORE. THE MEMBERS OF THE LLC WILL ACT AS MANAGER AND ASSISTANT MANAGER AND WILL BE ON THE PREMISE. THE HOURS OF OPERATION WILL BE : MONDAY THROUGH SATURDAY 10AM TO 9PMAND SUNDAY FROM 12 TO 6PM.
- 4) A COMPLETED COMMECIAL BUILDING PERMIT APPLICATION IS ENCLOSED.
- 5) THE APPLICATION FEE OF \$100.00 IS ATTACHED.

RECEIVED

MAY 29 2025

TOWN OF ROTTERDAM
PUBLIC WORKS

WAIVER OF SUBDIVISION REVIEW

Date: June 17, 2025

PC2025-SW4

The Town Planning Commission Office has received the attached application and accompanying documents. The below-identified applicant requests a waiver of Section 249 as outlined in Section 249-27(D) entitled "Waiver for Lot Line Amendments."

APPLICANT: David Gazillo
3101 N. Thompson Street
Schenectady, NY 12306

PROJECT ADDRESS: 101 7 102 Anna Court

APPLICANT IDENTIFIED AS: Owner(s) Lessee Contract Vendee

REQUEST: The applicant requests a Waiver of Subdivision to Boundary Line Adjust ± 782 square feet of property from 102 Anna Court to 101 Anna Court. Engineer: ABD Engineers and Surveyors, LLP.

Action Taken by Commission:

In accordance with Chapter 249 of the Town of Rotterdam Zoning Ordinance, entitled "Subdivision," Section 249-27(D) the Planning Commission waives the requirements set forth in Chapter 249, conditionally. Conditions imposed, if any, are as follows:

1. The final maps (with all necessary changes discussed at the Planning Commission) need to be submitted for signature and filing with Schenectady County.
2. Pin and cap new lot corners prior to Chairman's Signature.
3. The Planning Commission Chairman will sign up to two (2) Mylar's (One for Schenectady County and one for the applicant).
4. The signed Mylar's need to be filed with Schenectady County Clerk's office within ten (10) days.
5. After signature and filing with Schenectady County six (6) paper copies shall be returned to the Planning Commission office.

The Commission action on the Waiver application took place at the Planning Commission meeting of June 17, 2025 and authorized the Commission Chairman to execute the Waiver. The issuance of this Waiver is contingent upon the applicant complying with all conditions as stated above. Failure to adhere to conditions may result in revocation of Waiver by the Town of Rotterdam Planning Commission and requirement of a full Subdivision.

Peter J. Comenzo
Senior Planner

Kimberly Ricker-Scannell, Chairman
Planning Commission

DPW Comments
June 17, 2025

- 1. MRL Ventures, LLC – 1900 Altamont Avenue.** Final Site Plan/Special Use Permit Public Hearing 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. Final Fees Due:	Final Site Plan	\$350.00
	Advertising	\$37.95

2. Prior to issuance of building permits, the applicant shall temporarily close off the existing Altamont Avenue in accordance with the updated plans provided by the Town Engineer.
3. Prior to the issuance of building permits, the applicant shall submit all relevant permit applications required by NYSDOT for the proposed work on the site plan and a copy provided to the Town. All work within the NYSDOT ROW as depicted on the site plan shall be completed no later than December 31, 2025.
4. Add note to site plan: “Previous freestanding sign has been removed and pole and base remain. Applicant shall remove from the NYSDOT property. Any new proposed ground mounted signage proposed shall conform to the current standards of the Town of Rotterdam and relocated to the applicant’s property.”
5. Add note to site plan: “One water meter shall be installed on the service connection that reads in gallons with an outside reader without a wand. Final type and location to be approved by DPW.”
6. Add note to site plan: “Owner/applicant shall install Knox Box for emergency personnel. Check with Fire District #6 for specifications.”
7. Add note and show on site plan: “Landscaped areas shall contain a sprinkler system.”
8. Add note to site plan: “Landscaping shall be maintained in perpetuity and dead/dying plant materials shall be replace in-kind.”
9. Final approval is contingent upon the applicant receiving permits (site development and building) from the DPW Building Inspector.

DPW Comments from May 20, 2025

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.



17 Computer Drive West
Albany, NY 12205
518.438.9900

70 Linden Oaks, Third Floor, Suite 15
Rochester, NY 14625
585.866.1000

Via Overnight & Electronic-Mail Delivery

June 5, 2025

Town of Rotterdam
Planning Commission
1100 Sunrise Boulevard
Rotterdam, NY 12306

**Re: Proposed Reuse / Redevelopment Project
1900 Altamont Avenue**

Dear Members of the Planning Commission:

On behalf of our client, MRL Ventures LLC, we are pleased to submit revised plans to the Town of Rotterdam Planning Commission for the above referenced project. These revised plans reflect the Town and Commission comments heard at the previous meeting. Please find twelve (12) copies of the following enclosed:

- Site Plan C-301, prepared by this office, last revised 6/5/25.
- Grading, Drainage & Utility Plan, prepared by this office, last revised 6/5/25.

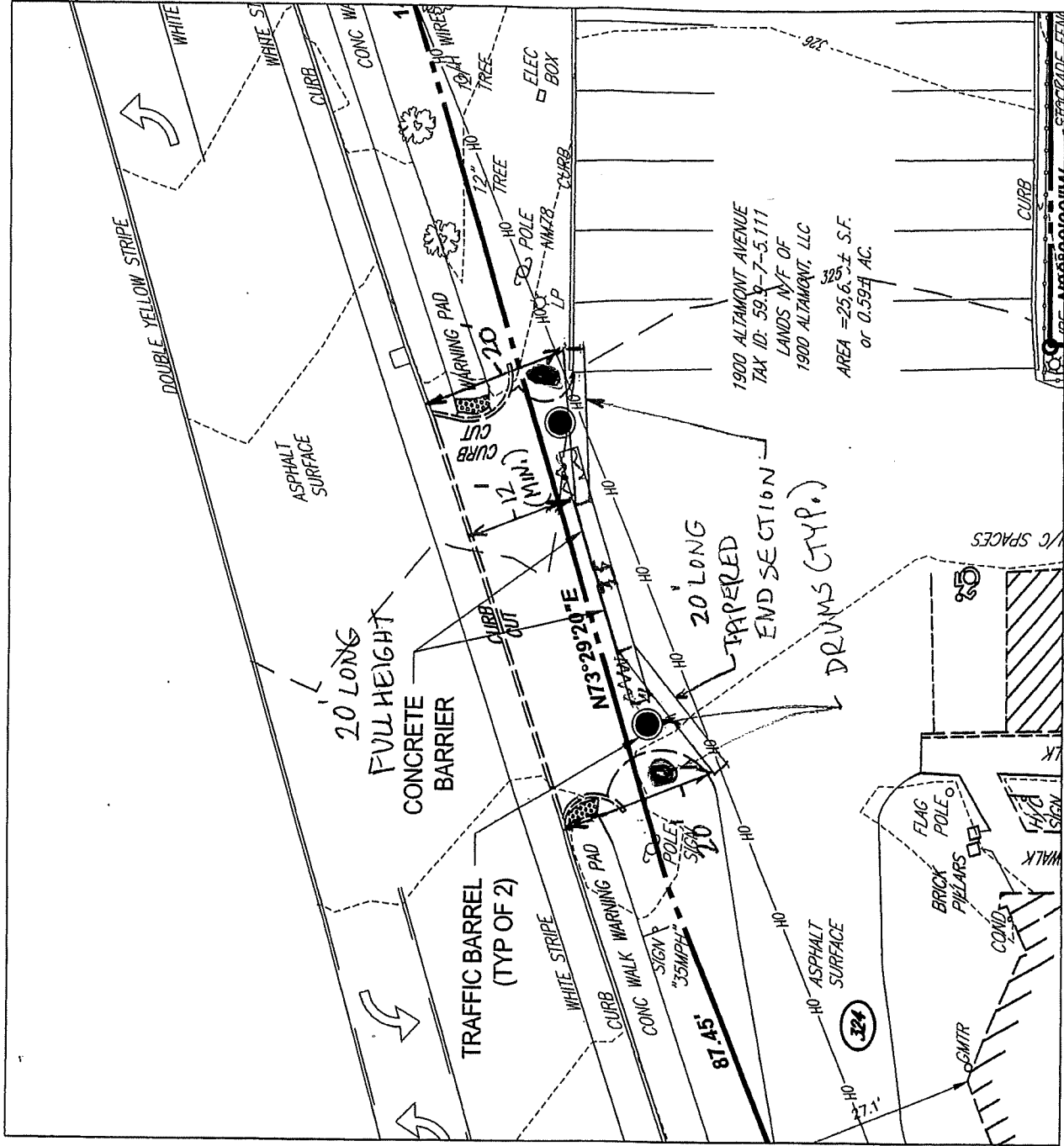
We look forward to the meeting with the Planning Commission at the June 17th meeting. Should you have any questions or any additional needs please do not hesitate to contact us at (518) 438-9900.

Sincerely,

BOHLER ENGINEERING NY, PLLC

Caryn Mlodzianowski

Cc: MRL Ventures, LLC



TEMPORARY CLOSURE

SCALE: 1" = 20'

DPW Comments
June 17, 2025

2. Lecce Senior Living Phase II – 2200 Helderberg Avenue/Helderberg Avenue. Preliminary Site Plan review public hearing 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. Hearing was requested by the developer at the May 20, 2025 meeting to gather public comments. See attached letter from Ron Treers of CHA dated June 6, 2025 with updated TDE comments on the latest submittal. DPW comments from May 20th meeting below.

DPW Comments from May 20, 2025

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.



June 6, 2025

Mr. Peter Comenzo, Senior Planner
Town of Rotterdam
John F. Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam, New York 12306

**RE: Whispering Pines Senior Housing – Phase 2
Site Plan and SWPPP Review
Helderberg Avenue, Town of Rotterdam, NY 12303
CHA File: 12669**

Dear Mr. Comenzo:

The project applicant, Lecce Senior Living, has submitted revised site plans and an updated Stormwater Pollution Prevention Plan (SWPPP) prepared by Brett L. Steenburgh, PE PLLC for the Phase 2 Whispering Pines development. The last review letter for the project issued by CHA was dated 08/09/2023 and at that time there were a few engineering comments remaining to be addressed. The building footprints have changed and garages have been added to the plans. Parking lots have also been added to the plans. The approach to stormwater management has been redesigned to eliminate subsurface storage from the project and add an additional infiltration basin. The main roadway through the center of the development and the related utilities in this corridor are largely unchanged from the previous 2023 submittal and are not being reviewed again in depth.

The plans depict the buildings being constructed in four phases with a 119-unit Independent Living building being constructed first. Assisted Living and Memory Care will be developed in three separate phases on the northern portion of the property totaling 144 assisted living units and 108 memory care units upon complete construction of the three final building phases.

Previous review comments from 2023 that have been adequately addressed have been removed from this letter. Comments from 2023 that still require action are listed below, with additional notes for clarification where necessary. New comments on the updated submission follows the previous 2023 comment review. Please also review the comments on site plans attached at the end of the letter. Only drawings with comments have been included, not the entire set.

2023 Remaining Review Comments

1) Comments on sheet UP-1 Utility Plan.

- a) Existing and proposed hydrant layout should be reviewed with the fire district. **Comment remains - review with District 2.**
- b) The need for and location of a fire department connection should be reviewed with the Town Building Department and the Fire District for each building. **Comment remains – review with District 2.**

2025 Comments

General Comments

1. The limits of disturbance for each of the 3 construction phases on the ESC Plan sheet is not clearly defined. Please utilize different line types, hatches, and/or enlarged areas of the map, and add labels to differentiate each phase. Add a note on the ESC Plan sheet that the contractor shall not disturb more than 5 acres of land at any time during the project, and that disturbed areas shall be stabilized before moving on the next phase. Interim grading plans for each phase should be developed to illustrate how the phasing will be executed to stay under five acres of disturbance. Temporary drainage provisions and additional erosion and sediment control measures may be necessary after reviewing the interim grading plans. Alternatively, a waiver to disturb more than five acres of soil at one time at the project site could be requested. This would require an update/amendment to the SWPPP and eNOI. The waiver request would need to be approved by the Town of Rotterdam (MS4). If a five-acre waiver is requested it should be developed based on the requirements of Construction General Permit GP-0-25-001 and include phasing/sequencing plans that will minimize the amount of time that greater than five acres of soil is disturbed.
2. Provide updated floor plans that reflect the revised architectural footprints.
3. Provide updated architectural elevations.
4. With the revised site layout, an updated site lighting plan should be submitted along with photometrics.

SWPPP Comments

5. A copy of the NYS Office of Parks, Recreation and Historic Preservation (SHPO) sign-off letter should be provided in the SWPPP appendices (it is missing in Appendix F).
6. The new DEC 2025 eNOI form should be completed and replace the old version in Appendix L of the SWPPP.
7. The SWPPP narrative listed 14.0 acres of land will be disturbed and 14.2 acres will be stabilized. However, question #4 on the NOI in Appendix L listed 15 acres of total disturbance. Please clarify and make corrections as needed.
8. The SWPPP narrative stated that stormwater only leaves the site in 2 locations (Analysis Points B and D). However, Question #37 on the NOI listed only the peak flows for Point D for the existing and proposed conditions 10- and 100- year storms. Please revise and make corrections on the NOI.
9. Please add a description in the SWPPP narrative of how the 4 analysis points in existing conditions HydroCAD model becomes 2 analysis points in the proposed conditions model. The summary table in the Water Quantity Analysis section of the SWPPP narrative should include



peak flow rates for all 4 of the analysis points (A,B,C, and D) for existing and proposed conditions.

10. The existing conditions HydroCAD model calculated peak flows for total of 15.27 acres of contributing drainage area. However, the proposed conditions HydroCAD model has only calculated peak flows for $4.79 + 4.72 + 4.67 = 14.18$ acres of drainage area. Please clarify and make corrections as needed.
11. Please change / reset the time span of all the existing conditions HydroCAD model from 0 to 48 or 72 hours for all the storm events. And for the proposed condition HydroCAD model, use a smaller "dt" such as 0.01 hours instead of 0.05 hours to get finer routing and smooth out the hydrographs and oscillations.
12. The proposed condition "Whispering Pines 1" HydroCAD model indicated that CB-7 and YD-21 are flooded with water depths exceeding the inlet elevations during the 10-year and 100-year storms. Please clarify and make corrections as needed.

Whispering Pines 1

Type II 24-hr 100-YEAR Rainfall=6.03"

Prepared by {enter your company name here}

Printed 2/6/2025

HydroCAD® 10.10-6a s/n 12135 © 2020 HydroCAD Software Solutions LLC

Page 133

Summary for Pond FORBAY: PLUNGE POOL PRE TREATMENT

[87] Warning: Oscillations may require smaller dt or Finer Routing (severity=251)

[63] Warning: Exceeded Reach CB-7 TO POND INLET depth by 1.68' @ 20.00 hrs

[63] Warning: Exceeded Reach YD-21 TO POND INLET depth by 2.10' @ 20.00 hrs

Inflow Area = 3.875 ac, 64.09% Impervious, Inflow Depth > 3.60" for 100-YEAR event
Inflow = 17.25 cfs @ 11.97 hrs, Volume= 1.161 af
Outflow = 13.23 cfs @ 12.03 hrs, Volume= 0.927 af, Atten= 23%, Lag= 3.5 min
Primary = 13.23 cfs @ 12.03 hrs, Volume= 0.927 af
Routed to Pond FORBAY B : PLUNGE POOL PRE TREATMENT

13. The proposed 80 LF of 30" HDPE culvert with 0.01% slope connecting the 2 sediment basins near the entrance from Helderberg Avenue appears to be undersized. Please provide design calculations for the 30" HDPE culvert to show available pipe capacity and flow velocity within the culvert for the 10-, and 100-year storm events.
14. The proposed condition "Whispering Pines 2" HydroCAD model indicated that CB-15A and YD-11 are flooded with water depths exceeding the inlet elevations during the 10-year and 100-year storms. Please clarify and make corrections as needed.



Whispering Pines 2

Type II 24-hr 100-YEAR Rainfall=6.03"

Prepared by {enter your company name here}

Printed 2/6/2025

HydroCAD® 10.10-6a s/n 12135 © 2020 HydroCAD Software Solutions LLC

Page 118

Summary for Reach CB-15A TO POND: CB-15A TO POND

[52] Hint: Inlet/Outlet conditions not evaluated
[82] Warning: Early inflow requires earlier time span
[55] Hint: Peak inflow is 136% of Manning's capacity
[76] Warning: Detained 0.082 af (Pond w/culvert advised)
[87] Warning: Oscillations may require smaller dt or Finer Routing (severity=1)
[63] Warning: Exceeded Reach CB-15 TO CB-15A INLET depth by 0.79' @ 12.20 hrs
[62] Hint: Exceeded Reach YD-11 TO 15A OUTLET depth by 1.58' @ 12.20 hrs

15. The proposed condition "Whispering Pines 3" HydroCAD model indicated that CB-6 and CB-8 are flooded with water depths exceeding the inlet elevations during the 10-year and 100-year storms. Please clarify and make corrections as needed.

Whispering Pines 3

Type II 24-hr 100-YEAR Rainfall=6.03"

Prepared by {enter your company name here}

Printed 2/6/2025

HydroCAD® 10.10-6a s/n 12135 © 2020 HydroCAD Software Solutions LLC

Page 92

Summary for Reach CB8 TO POND: CB8 to Plunge 1

[52] Hint: Inlet/Outlet conditions not evaluated
[82] Warning: Early inflow requires earlier time span
[55] Hint: Peak inflow is 167% of Manning's capacity
[76] Warning: Detained 0.038 af (Pond w/culvert advised)
[63] Warning: Exceeded Reach CB9 TO CB8 INLET depth by 0.67' @ 12.40 hrs

16. Provide a post construction stormwater operations and maintenance manual. Post construction operation and maintenance inspection forms for the proposed SMPs should be included. Use the standard forms in the 2024 NYS DEC Stormwater Management Design Manual or the DEC Maintenance Guidance for Stormwater Management Practices Manual (2017).
17. Provide design calculations and detail for the temporary sediment basins on the ESC plans and clarify how will runoff be discharge from the sediment basin (i.e. outlet device) in accordance with the NYS DEC Standards and Specifications for Erosion and Sediment Control Blue Book (2016).
18. Provide culvert protections at all proposed and existing culvert locations and indicate on the ESC plan sheet that they should be protected during all construction phases.
19. The proposed "check dam" between the proposed sediment basin and Infiltration Basin I-1 is not a standard practice. We recommend replacing it with an earth berm and spillway similar to Plunge Pools 1 and 2 and Infiltration Basin I-2.
20. Please add the seasonal high ground water table elevations on the cross-sectional profile details of the proposed sediment/ plunge pools and infiltration basins.



21. Provide post construction SMP sign(s) and detail(s) of each proposed stormwater management practice in accordance with the 2024 NYS DEC Stormwater Management Design Manual Section 3.5 page 3-8.

Comments on Sheet SP-1 Site Plan

22. The numbers in the parking chart are not consistent with the spaces shown on the plan. I am counting 239 spaces in 2A (this includes 50 garage spaces and 25 accessible spaces). In Phase 2B I am counting 77 spaces (includes 4 accessible). This totals 316 total parking spaces (includes 29 accessible). The parking chart on sheet PH-1 has numbers that are not consistent with the chart on SP-1. Please review the parking numbers and reflect the correct number of spaces being provided in both charts.
23. Define employee parking areas per phase.
24. Define visitor parking areas per phase. Some designated visitor parking should be provided for convenience.
25. Add a line item to the parking chart illustrating the maximum number of anticipated employees per phase.
26. Add a line item to the parking chart illustrating the number of accessible spaces per phase and show the total parking number with and without the accessible spaces included.
27. The site statistics chart should be updated with the correct numbers.
28. The garages at the eastern side of the site are within the fifty-foot setback required in the zoning for the Senior Living District. The northwestern corner of assisted living Phase 2D is also within the fifty-foot setback required in the zoning for the Senior Living District.
29. Consider a walk connection from the south side of assisted living east to the walk along the roadway towards memory care (see plan markup).
30. Consider a tangent alignment for the sidewalk at the east end of the memory care building, One parking space can be gained at the south side of the building (see plan markup). This eliminates several turning movements for users of the walkway (see plan markup).
31. At the south side of Memory Care, align the center of the access aisle for the accessible spaces with the center of the doorway to provide more direct access and reduce the required number of turning movements (see plan markup).
32. Provide a walk connection to the doors from the accessible spaces at the west side of Phase 2C. Align the center of an access aisle with the centerline of the doors/entry (see plan markup). If there are no doors on the west side define the access route to the door on the north side.



33. Curb ramp detail references are missing for the accessible spaces at the west side of Phase 2C (see plan markup).
34. Consider increasing the curb radius at the entry lane to the lot at the west side of independent living to help facilitate circulation in lot (see plan markup).
35. If the columns for the bridge between independent living and assisted living are drawn to scale the walkway width at grade between the columns is too narrow at 5'-0"± clear.
36. Define the geometry of the stamped concrete areas including radii of the circular elements.

Comments on Sheet SP-2 Road Geometry Plan

37. Provide radii for the road centerline curves.

Comments on Sheet GP-1 Grading Plan

38. Garages are shown with slopes along the fronts of the units. They will be built level. Provide a finished floor for the entire row of garages at each location and revise the grading to work with one floor elevation for each group of garages. Individual garages could be at different elevations but this would require a wall or landscape element between them to facilitate the change in grade. Grading in the areas of the garages needs to be developed and refined.
39. An accessible route should be provided to the garage locations as a number of the garages will need to be designed to be accessible based on the total number of garage spaces at each location.
40. For the garages at the east side of the site up to 6' of fill is being placed against the south side of the structures above what floor level is on the north side. This would require waterproofing and additional structural measures that would not be typical for garage construction. Suggest revising the grading in this area so that fill is not required above the floor level of the garages.
41. The pump station appears to be very close to the adjacent garage to the west. A minimum separation distance should be provided to allow maintenance of the garage and pump station.
42. At the west side of assisted living, Phase 2C, provide grades at the accessible parking spaces and provide grades to define an accessible route to the doors. Additional grades are needed in this parking lot. Sheet flow across the lot to the west may result in long term erosion challenges on the basin side slope. An infiltration strip with an underdrain that could discharge to the basin could be considered if sheet flow is necessary. Runoff could also be directed to structures and a closed system.
43. Curb ramps should be designed with a maximum longitudinal slope of 7.50% and a maximum cross slope of 1.50% to allow for construction tolerance.
44. Provide spot grades at all curb ramps and related landings. Additional grading enlargements are likely necessary.



45. Provide spot grades at all accessible parking spaces and the related access aisles.
46. Consider adding a catch basin on the east entrance drive, where shown the plan, just before the right turn to the block of 24 garages. The road is cross sloped to that side and a structure at this location would remove water from the intersection (see plan).
47. The 343 contour is missing in two places south of the Phase 2D assisted living building (see plan).
48. The proposed 341 contour north of the Phase 2B Building ties into an existing 39 contour. The 341 contour should continue east and southeast around the curve to tie in (see plan).
49. The proposed 343 contour is missing at the west side of independent living (see plan).
50. There is a 350 contour missing at the southeast side of independent living (see plan).
51. In the area of the first intersection on the approach from Helderberg Ave. clearly define the low point in the main road profile. Design a consistent profile grade in this area (see plan).
52. There are two locations where 3:1 slopes are immediately adjacent to a travel lane. Consider guide rail installation at these locations (see plan).
53. Are the patios shown on the south side of independent living raised decks at elevation 253.00 with grades shown beneath the deck? More clarification of the grading is needed on this side of the building.
54. The graphic quality and readability of this plan is poor. There are spot grades oriented in every direction and overlapping information that is challenging to read (at best). The scale is too large at 40 scale for the amount of information being presented.

Comments on Sheet GP-2 Detailed Grading Plan

55. Provide a correct scale on the drawing.
56. Provide a north arrow on the drawing.
57. A spot grade appears to be at the wrong elevation in the parking lot east of independent living (see plan).
58. At the main at grade crossing between assisted and independent living there are two spot grades that would create a cross slope on this walk that is too steep (see plan).
59. See the notes on the plan in the area of the at grade crossing under the bridge.
60. There is a spot grade of 342.7 in line with the 342 contour on the north side of independent living (see plan).



61. The parking lot and roadway grading on the north side of the eastern end of the independent living building should be reviewed as there is conflicting information in this area (see plan).

Comments on Sheet UP-1 Utility Plan

62. There are many upper branches to the storm system throughout the site that do not have sufficient cover over the pipes and are extremely shallow structures. In some cases, pipes have less than one foot of cover. The site design should provide a reasonable cover depth above the top of pipes. A number of these instances have been circled on the plan (see plan).
63. There are two hydrants on the north side of assisted living; one is located in the road and one is located in a parking space. Adjust the hydrant locations.
64. Will separate water service lines be required for the Phase 2C and 2D building additions?
65. The Phase 2D building is missing the sanitary invert at the building.
66. Sanitary discharge elevations from buildings 2B and 2C are quite deep. Are there lower floor elevations than the levels shown on the plans?
67. The sanitary force main discharge tie in location point should be called out on the plan. Restoration of the force main route outside of the immediate project site should be addressed.

Comments on Sheet UP-2 Utility Profiles

68. CB 10 is labeled CB 9.

Comments on Sheet L-1 Landscaping Plan

69. For shrub and perennial planting areas define the size limits of the plant beds and the edge treatment where adjacent to lawn areas.
70. For planting areas on the north side of assisted living the area between the building and sidewalk to be planted is 6'± in width. This is wide for one shrub as currently illustrated. Is the intent to make this whole area mulch or are half of these areas to be lawn? Define the limits of the planting beds and edge treatments throughout the site and place an appropriate number of plants for the space. Enlargements of these areas may be needed as these are difficult to detail at 40 scale.
71. There are nine Snowdrift Crabapple shown on the plan and a quantity of four is listed in the chart.
72. The location of the *Malus sargentii* adjacent to the walkway will result in the crabapples being dropped on the sidewalk.
73. On the west side of independent living there is a Birch and Hawthorne in very close proximity to each other.
74. The botanical name for the Endless Summer Hydrangea is missing.



Comments on Sheet E-1 Erosion and Sediment Control Plan

75. Erosion Control Blankets should be clearly shown and called out on the ESC Plan for all disturbed areas with proposed slopes of 3:1 or greater.

Comments on Sheet SG-1 Proposed Signage Layout

76. Include a typical detail for each sign type illustrated on the plan.

Comments on Proposed Pump Station

Should you have any questions or need anything further, please do not hesitate to contact me at (518) 453-4787 or rtreers@chasolutions.com

Sincerely,



Ronald D. Treers RLA, LEED AP BD+C

cc: Kimberly Scannell
Lou Lecce
Brett Steenburgh

Attach: (4) 36x48 plans

\\cha-llp.com\proj\Projects\ANY\CivData\12669\2025-03-03_whispering_pines\WP_Phase_2_review_2025.docx



DPW Comments
June 17, 2025

- 3. Stewarts Shops Corp – 1841 Helderberg Avenue.** Preliminary 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.
1. Town is awaiting comments from CHA on the latest submittal dated May 16, 2025.
 2. Add note to plan: “Variances for the front yard setback were granted by the Zoning Board of Appeals on May 21, 2025.”
 3. Add standard notes on site plan as outlined in the application checklist.
 4. A traffic study was conducted at the request of the Town. The TDE and Schenectady County have determined that the proposed curb cut is acceptable (see enclosed).
 5. Ramps on proposed multi-use path along Helderberg Avenue are required for the recently adopted multimodal study at this location. Modify ped/bike ramps to be consistent with the study (page 82) and add detail to Page S-14.
 6. Add acoustical partitions to both the condensing and HVAC units on northern side of building to dampen noise for adjoining residential property.
 7. Extend decorative fencing & pilasters on Curry Road and Helderberg Avenue north to the proposed curb cuts.
 8. Add decorative fencing and pilasters from northern property line on Helderberg Avenue south to the end of the porch over patio area.
 9. Identify ground cover on Landscaping Plan. Grass is preferred.

Comments from January 16, 2025

1. The Town Board by Resolutions 60.20 & 61.20 approved a Change of Zone for 1841, 1832 & 1829 Helderberg Avenue and 1827 & 1829 Curry Road from Retail Business (B-1) to General Business (B-2).
2. TDE has already been assigned and escrow account established to begin review.
3. Prior to additional engineering, a project meeting should be coordinated with Schenectady County, NYSDOT and the Town to discuss access to the site and potential signal adjustments which are complex given the location.
4. The project is located in the recently completed Curry Road Multi-Modal Study Area. Recommendations from this study should be incorporated into the design.
5. Air pump is proposed to be located in a very congested location and may create safety issues. Ideally this would be relocated to proposed spaces 26-32.
6. Add crosswalk in parking lot from building to sidewalk on Helderberg Avenue.
7. Fencing along Curry Road and Helderberg Avenue should match the Stewarts recently constructed on Guilderland Avenue with decorative fence and pilasters matching the building. A pedestrian opening in the fence and sidewalk should connect to the store.

8. A covered area similar to the proposed Stewarts on Highbridge Road should be considered along the south side of the building to provide shelter for outdoor seating and enhance building aesthetics.

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Town Board issued a Negative Declaration on February 12, 2020.

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

Metroplex Development Authority

Fire District #2



RECEIVED

APR 21 2025

TOWN OF ROTTERDAM
PUBLIC WORKS

April 18, 2025

Mr. Peter Comenzo
Senior Planner
Town of Rotterdam
1100 Sunrise Boulevard
Rotterdam, New York 12306

**RE: Stewart's - Helderberg Avenue
Rotterdam, New York
Request for Traffic Analysis
CHA File: 12669**

Dear Mr. Comenzo:

CHA met with representatives from the Town and County to review site access considerations related to the Stewart's renovation project proposed at the intersection of Curry Rd. and Helderberg Avenue. CHA recommends that further analysis of existing traffic conditions be conducted in the area to inform decision making related to driveway access evaluation/location and site configuration. CHA recommends employing a company such as Tri-State Traffic Data to obtain the necessary data through the use of video technology and having a traffic engineer review, summarize and report on the data. CHA recommends the following scope of services be undertaken.

SCOPE OF SERVICES

Task 1: Data Collection

Traffic Counts: Record turning movement traffic counts (TMC) at the following intersection to analyze existing traffic conditions:

- Helderberg Ave & Curry Rd/NYS Route 7

Driveway Counts: Conduct driveway in and out (including turning movements) counts at the following driveways to analyze existing traffic operations:

- Driveway on Helderberg Ave
- Driveways on Curry Rd/NYS Route 7

The counts should be conducted on a mid-Weekday, and on one Saturday during the following time periods:

- AM Peak Period: 6:30 am to 9:30 am
- PM Peak Period: 3:30 pm to 6:30 pm
- Saturday Peak Period: 11:00 am to 2:00 pm

The traffic data to be collected should include a breakdown of traffic volume by movement and vehicle classification (i.e., cars, single-unit trucks with 6-tires or more, and multi-unit trucks) recorded in 15-

minute intervals. This will provide the daily and peak hour traffic characteristics of the roads adjacent to the existing site.

Task 2: Crash Analysis

- The most recent 3-year period accident data in the vicinity of the two (2) Stewarts Driveways should be collected using the NYSDOT CLEAR dashboard and then the data should be analyzed.

Task 3: Traffic Analysis

Traffic capacity analysis should be performed, at the study intersection identified in Task 1, for the Weekday AM and PM peak hours and Saturday peak hour to evaluate the impact of driveway turning movement traffic on the intersection queues and operations.

The analysis should be conducted using the latest applicable procedures of the Highway Capacity Manual, published by the Transportation Research Board, and utilizing Synchro 12 analysis software for the facilities to be evaluated.

Task 4: Documentation

A technical memorandum should be prepared that will provide a concise description of the analyses conducted for this study. The memo should include text and graphics appropriate to describe:

- Existing traffic conditions
- Identified traffic impacts
- Recommendations

A technical appendix should be provided containing the technical data and analyses supporting the information presented in the report.

ASSUMPTIONS

1. It is assumed that the increase in vehicular demand for the gas station in the proposed expansion is not sufficient to warrant future conditions analysis, therefore:
 - No trip Generation analysis is required.
 - Driveway operations will be evaluated only for the existing conditions.
2. No travel demand modeling or trip generation for other approved developments will be required.

DELIVERABLES

Technical Memo to be produced for the draft and final submissions.

Please contact me if there are any questions at (518) 453-4787 or rtreers@chasolutions.com

Sincerely,



Ronald D. Treers RLA, LEED AP BD+C



ZONING COORDINATION REFERRAL

For Use By SCDEDP

SCHENECTADY COUNTY DEPT. OF ECONOMIC DEVELOPMENT & PLANNING
Recommendations shall be made within 30 days after receipt of a full statement of the proposed action.

Received 1-28-25
Case No. R-4-25
Returned 6-3-25

FROM: Legislative Body
 Zoning Board of Appeals
 Planning Board

Municipality:
Town of Rotterdam

TO: Schenectady County Department of Economic Development and Planning
Schaffer Heights, 107 Nott Terrace, Suite 303
Schenectady, NY 12308

(tel.) 386-2225
(fax) 382-5539
Received
Schenectady County

ACTION: Zoning Code/Law Amendment
 Zoning Map Amendment
 Subdivision Review
 Site Plan Review
 Special Permit
 Use Variance
 Area Variance
 Other (specify) _____

JAN 28 2025

Economic Development
and Planning Dept.

PUBLIC HEARING OR MEETING DATE: February 18, 2025

SUBJECT: 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.

REQUIRED ENCLOSURES:

1. Public hearing notice & copy of the application.
2. Map of property affected. (Including Tax Map I.D. number if available)
3. Completed environmental assessment form and all other materials required by the referring body in order to make its determination of significance pursuant to the state environmental quality review act.

1. This zoning case is forwarded to your office for review in compliance with Sections 239-l, 239-m and 239-n of Article 12-B of the General Municipal Law, New York State.
2. This material is sent to you for review and recommendation because the property affected by the proposed action is located within 500 feet of the following:
 - the boundary of any city, village or town;
 - the boundary of any existing or proposed County or State park or other recreation area;
 - the right-of-way of any existing or proposed County or State parkway, thruway, expressway, road or highway;
 - the existing or proposed right-of-way of any stream or drainage channel owned by the County or for which the County has established channel lines;
 - the existing or proposed boundary of any County or State-owned land on which a public building or institution is situated;
 - the boundary of a farm operation located in an agricultural district, as defined by Article 25-AA of the agriculture and markets law. The referral requirement of this subparagraph shall not apply to the granting of area variances.

SUBMITTED BY:

Name: Peter Comenzo Title: Senior Planner
Address: 1100 Sunrise Boulevard, Schenectady, NY 12306
E-mail: pcomenzo@rotterdamny.org Phone: 518-355-7575 Ext 338


Signature

Date: 1 22 25

RECEIVED

JUN 09 2025

TOWN OF ROTTERDAM
PUBLIC WORKS



PLANNING & ZONING COORDINATION REFERRAL

Case No. R-04-25

Applicant Stewarts Shops Corp.

Referring Officer Peter Comenzo

Municipality Rotterdam

Considerations: Regarding an existing 2,250 SF Stewarts Shop, requesting site plan approval and a special use permit to demolish the store and construct a larger 4,500 SF store with four fueling islands. Located on the northwest corner of the Helderberg Avenue (CR 75) and Curry Road (SR 7) intersection. Access is proposed to CR 75 and SR 7.

RECOMMENDATION

Receipt of zoning referral is acknowledged on January 28, 2025. Please be advised that the undersigned Commissioner of Economic Development and Planning of the County of Schenectady (having under the Schenectady County Charter the powers and duties of a County Planning Board) has reviewed the proposed action stated on the opposite side of this form and makes the following recommendations:

*Approve of the proposal.

Defer to local consideration (No significant county-wide or inter-community impact)

Modify/Conditionally Approve. Conditions:

County Department of Engineering and Public Works and NYSDOT approvals for work in the highway rights-of-way.

Advisory Note:

Disapprove. Reason:

*A recommendation of approval should not be interpreted that the County has reviewed all local concerns and/or endorses the project; rather the proposed action has met certain County considerations.

Section 239-m of the general Municipal Law requires that within 30 days after final action, the referring body shall file a report of the final action it has taken with the Schenectady County Department of Economic Development and Planning. A referring body which acts contrary to a recommendation of modification or disapproval of a proposed action shall set forth the reasons for the contrary action in such report.

5/28/25
Date

[Signature]
Ray Gillen, Commissioner
Economic Development and Planning

Peter Comenzo

To: Peter Knutson
Subject: RE: Curry Road - 2/10

From: Peter Knutson <Peter.Knutson@schenectadycountyny.gov>
Sent: Tuesday, May 27, 2025 8:26 AM
To: Peter Comenzo <pcomenzo@rotterdamny.org>; Kimberly Ricker Scannell <krscannell@rotterdamny.org>
Cc: Treers, Ron <RTreers@chasolutions.com>; Lisa Gallo <lgallo@rotterdamny.org>; Steve Feeney <Steve.Feeney@schenectadycountyny.gov>; Charles Marshall <cmarshall@stewartsshops.com>; Cimino, Joe <JCimino@chasolutions.com>; Angelo Melillo <Angelo.Melillo@schenectadycountyny.gov>
Subject: RE: Curry Road - 2/10

Some people who received this message don't often get email from peter.knutson@schenectadycountyny.gov. [Learn why this is important](#)

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Peter,

So it looks like pulling the driveway back to its new location should be enough to put it behind traffic making left turns in and out of the site without them having to weave through traffic in or out of the northbound lane. I am satisfied with the analysis and fine with the installation of the driveways as designed.

Thank you,

Peter Knutson
Director of Engineering
Engineering & Public Works
100 Kellar Avenue
Schenectady, NY 12306
Phone: (518) 356-5340, ext. 3232
Fax: (518) 357-9547
E-mail: Peter.Knutson@schenectadycountyny.gov

Preferred pronouns: He, him, himself.

May 23, 2025

Mr. Marcus Andrews
Stewart's Shops Corp.
PO Box 435
Saratoga Springs, NY 12866

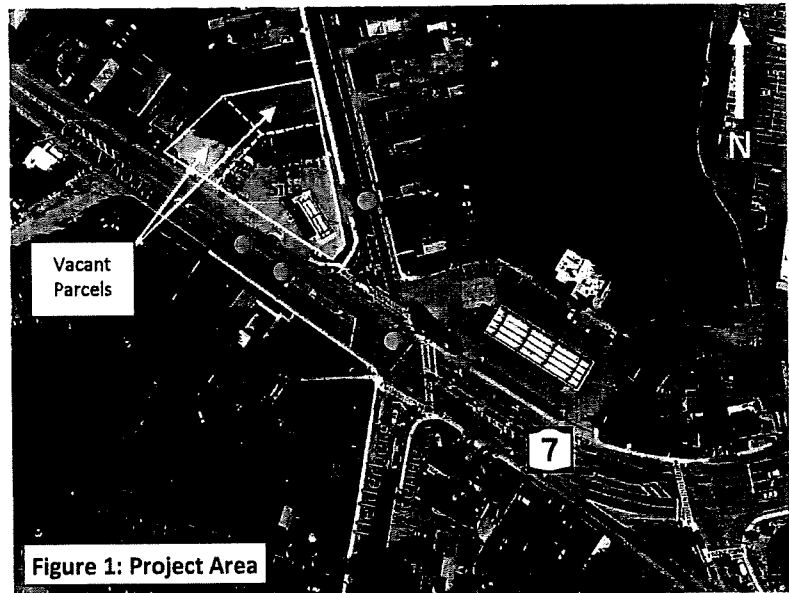
RE: Traffic Assessment, Stewart's Shop, Helderberg Avenue and Curry Road, Town of Rotterdam, Schenectady County, New York; CM Project R250837.00

Dear Mr. Andrews:

Creighton Manning Engineering & Surveying, PLLC (CM) has conducted a traffic assessment for the proposed re-development of a *Stewart's Shop* located at 1841 Helderberg Avenue in the Town of Rotterdam. This assessment is based on information provided in the "Proposed Site Plan" prepared by *Stewart's Shops*, last revised February 3, 2025 (see Attachment A) and an April 18, 2025 letter provided by the Town Designated Engineer (see Attachment B).

1.0 Project Description

The proposed project includes the construction of a 4,500 square-foot (SF) *Stewart's Shop* convenience market with four (4) gas pumps and eight (8) fueling positions at 1841 Helderberg Avenue. The proposed development will replace the existing 2,312 SF *Stewart's Shop* which has three (3) gas pumps and six (6) fueling positions. It is noted that the parcel will be expanded to incorporate two vacant properties to the west. Existing access to the site is provided via one full access driveway on Helderberg Avenue and via two full access driveways on Curry Road. The existing driveway on Helderberg Avenue will be channelized



and relocated approximately 160-feet northwest of the adjacent traffic signal. In addition, the two driveways on Curry Road will be consolidated into one driveway and relocated approximately 275-feet west of the adjacent traffic signal on the western property boundary. It is noted that the driveways currently provided for the two vacant parcels on Curry Road and on Helderberg Avenue will be eliminated. The elimination of these driveways and the consolidation/channelization/relocation of the existing *Stewart's* Driveways is consistent with access management principles. It is anticipated that the proposed re-development will be fully built and occupied by the end of 2026. The project location is shown on Figure 1.

2.0 Existing Conditions

Roadway Serving the Site

Helderberg Avenue is classified as an urban major collector that generally travels in a north-south direction Guilderland Avenue to Church Road. Helderberg Avenue generally provides an 11 to 12-foot wide travel

lane in each direction with 1 to 2-foot wide paved shoulders. Sidewalks are provided on both sides of the road near the project. The posted speed limit in the vicinity of the site is 30-mph and land uses along the roadway generally consists of residential and commercial uses.

Curry Road (NY Route 7) is classified as an urban principal arterial other that travels in an east-west direction from Broadway to Morris Road. Curry Road generally provides a 12-foot wide travel lane in each direction west of Robinwood Avenue and east of Altamont Avenue. Adjacent to the project site, Curry Road provides a 60-foot wide roadway with two lanes in each direction and a two-way left-turn lane (TWLTL) that transitions into an auxiliary turn lane associated with the adjacent signalized intersection. Sidewalks are provided on both sides of the road near the project. The posted speed limit is 35-mph and land uses along the roadway generally consists of residential and commercial uses. It is noted that this roadway was recently reconstructed (November 2024) by the New York State Department of Transportation (NYSDOT) as part of the *Traffic Signal Rebuild SFY22* project (PIN 181016).

Study Area Intersections

- Curry Road (NY Route 7)/Helderberg Avenue: This is a four-leg intersection operating under actuated signal control that is coordinated with the adjacent intersection at Altamont Avenue. The northbound Helderberg Avenue approach provides a shared left-turn/through lane and a separate right-turn lane while the southbound Helderberg Avenue approach provides an exclusive left-turn lane and a shared through/right-turn lane that flares at the intersection and operates under yield control for the right-turn movements. The eastbound and westbound Curry Road approaches provide an exclusive left-turn lane and two through lanes with shared right-turn movements. Sidewalks are provided on both sides of Curry Road and Helderberg Avenue. A marked crosswalk is provided on the north and south legs of Helderberg Avenue and on the east leg of Curry Road with pedestrian signals, pushbuttons, and signs. It is noted that this traffic signal was recently replaced by NYSDOT as part of the *Traffic Signal Rebuild SFY22* project (PIN 181016).
- Curry Road (NY Route 7)/Stewart's Driveways: There are two driveways on Curry Road that are separated by a small pedestrian island. The southbound driveway approaches at these three-leg intersections yield to traffic on Curry Road. The eastbound and westbound Curry Road approaches provide two through lanes in each direction. It is noted that the TWLTL on Curry Road that transitions to an exclusive left-turn for the adjacent traffic signal is used to turn left into the existing *Stewart's Shop*. The southbound Stewart's Driveway approaches provide a single lane exiting the site for shared travel movements. Sidewalks are provided on both sides of Curry Road at these driveway intersections.
- Helderberg Avenue/Stewart's Driveway: This is a three-leg intersection with the eastbound Stewart's Driveway approach yielding to traffic on Helderberg Avenue. The northbound Helderberg Avenue approach provides a shared left-turn/through lane while the southbound Helderberg Avenue approach provides two through lanes with shared right-turn movements. The eastbound Stewart's Driveway approach provides a single lane entering and exiting the site. Sidewalks are provided on both sides of Helderberg Avenue at this intersection.

Data Collection

Turning movement counts were conducted during the work week at the study area intersections on Tuesday, May 6, 2025 during the morning peak period from 6:30 to 9:30 a.m. and on Thursday, May 1, 2025 during the afternoon peak period from 3:30 to 6:30 p.m. Turning movement counts were also conducted on the weekend at the study area intersections on Saturday, May 3, 2025 from 11:00 a.m. to 2:00 p.m. This traffic study focuses on the weekday AM and PM peak periods and on the weekend Saturday peak period since these time periods correspond to peak operations at the site and peak traffic conditions

on the surrounding roadway network. The traffic volumes for the AM, PM, and Saturday peak hours shown on Figure 2 provide base year 2025 conditions. The raw traffic volumes are included under Attachment C.

Motor Vehicle Collision Analysis

Crash data was requested from NYSDOT to quantify the number of crashes and identify crash patterns or concentrations on Helderberg Avenue and Curry Road near the site. CLEAR system data was provided by NYSDOT from September 1, 2021 through August 31, 2024 (three years). Table 1 summarizes the predominant crash types for the study area intersections on Helderberg Avenue and Curry Road.

Table 1 – Crash Type and Severity

Intersections	Collision Severity			Collision Type								Total
	Non-Reportable	Property Damage	Injury	Rear-End	Right Angle	Sideswipe/Overtaking	Left Turn	Head-On	Fixed object	Bicycle	Pedestrian	
Curry Road (NY Route 7)/Helderberg Avenue	4	13	5	9	3	5	0	2	1	1	1	22
Curry Road/Stewart's Driveways	0	1	1	0	1	1	0	0	0	0	0	2
Helderberg Avenue/Stewart's Driveway	0	5	0	2	1	1	1	0	0	0	0	5
Total	4	19	6	11	5	7	1	2	1	1	1	29

Non-reportable Crash = Collisions that result in damage less than \$1,000

There was a total of 29 crashes on Curry Road and Helderberg Avenue at the three study area intersections. There were 23 crashes that resulted in a non-reportable or property damage only (PDO) collision and six (6) crashes that resulted in an injury. There were no fatal crashes. In addition, there was one (1) pedestrian crash and one (1) crash that involved an e-bike. The following summary is provided for each location.

- Curry Road (NY Route 7)/Helderberg Avenue – The nine (9) rear-end collisions were generally associated with motorists following too closely or driver inattention and only resulted in one injury crash. All five overtaking crashes resulted in property damage and were generally associated with improper lane changes or driver inexperience/inattention. The two head-on collisions resulted in property damage and were the result of a disregard for the traffic control and a physical disability. All three of the right-angle crashes occurred due to a disregard for the traffic control device and resulted in two injuries and one property damage collision. The collision with a pedestrian that resulted in an injury occurred when a pedestrian traveling southbound (without the walk sign) attempted to cut through traffic and was struck by an eastbound vehicle that had the green light. An injury crash occurred when the operator of the e-bike disregarded the traffic signal when traveling northbound and struck a vehicle travelling westbound that had the green light on Curry Road.
- Curry Road/Stewart's Driveways – There was one property damage collision that occurred when a vehicle made a left-turn from the Stewart's Driveway and sideswiped a vehicle traveling eastbound on Curry Road due to a failure to yield the right-of-way. The right-angle injury crash occurred when a motorist made a left-turn from the Stewart's Driveway and failed to yield the right-of-way to an eastbound vehicle.
- Helderberg Avenue/Stewart's Driveway – All five collisions at this intersection involved property damage only. The first of two rear-end collisions occurred when a motorist slowed to make a left-turn from Helderberg Avenue and was struck from behind due to a motorist following too closely while the other occurred when a motorist made a left-turn from the Stewart's Driveway and failed to yield the right-of-way to a northbound motorist on Helderberg Avenue. The overtaking crash occurred when a southbound motorist attempted to make a right-turn into the Stewart's parking lot from the outside lane and collided with a vehicle in the inside lane. The right-angle crash occurred when a motorist

making a left-turn exiting the Stewart's Driveway did not yield the right-of-way to a southbound motorist after being waved on by a separate driver traveling southbound. The left-turn collision occurred when a motorist tried to make a left-turn into the Stewart's and failed to yield the right-of-way to a southbound vehicle in the outside lane after being waved on by a separate motorist.

The crashes reported at the study area intersections near the proposed re-development were generally associated with driver error and not attributed to geometric conditions in the area. It is noted that the traffic signal at the Curry Road (NY Route 7)/Helderberg Avenue intersection was recently replaced and that the signal timing phasing was modified which will improve operations thus reducing crashes. A collision summary (TE-213 equivalent) at the study area intersections is included under Attachment D.

3.0 Traffic Assessment

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the Synchro 11 Software, which automates the procedures contained in the *Highway Capacity Manual*. Table 2 summarizes the results of the LOS calculations for existing conditions as requested by CHA. It is noted that all site generated traffic destined to and from Curry Road was assigned to a single driveway intersection since they are immediately adjacent to each other and provides a worst-case assessment. The detailed LOS analyses are included under Attachment E.

Table 2 – Level of Service Summary

Intersection	Control	Existing 2025 Conditions		
		AM Peak Hour (7:30 to 8:30 a.m.)	PM Peak Hour (4:15 to 5:15 p.m.)	Saturday Peak Hour (12:00 to 1:00 p.m.)
Curry Road (NY Route 7)/Helderberg Avenue	S			
Curry Road EB	L	B (13.5)	B (16.6)	B (12.6)
	T	B (18.3)	B (18.6)	B (17.6)
Curry Road WB	TR	B (18.3)	B (18.6)	B (17.6)
	L	B (11.8)	B (11.9)	B (11.4)
Helderberg Avenue NB	T	A (9.8)	B (11.7)	A (9.7)
	TR	A (9.8)	B (11.8)	A (9.7)
Helderberg Avenue SB	LT	C (22.7)	C (24.1)	C (23.7)
	R	B (19.7)	B (18.9)	B (19.5)
	L	B (15.8)	B (17.7)	B (17.6)
	TR	B (11.5)	B (13.6)	B (13.5)
Overall		B (15.5)	B (15.0)	B (14.2)
Curry Road/Stewart's Driveway	U			
Curry Road EB	L	A (8.3)	A (9.6)	B (10.2)
Stewart's Driveway SB	LR	B (10.4)	B (12.6)	B (12.7)
Helderberg Avenue/Stewart's Driveway	U			
Helderberg Avenue NB	L	A (7.9)	A (7.7)	A (7.7)
Stewart's Driveway EB	LR	B (10.7)	B (11.3)	B (10.8)

S, U = Signal Controlled intersection, Unsignalized intersection (two-way stop control)
 EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
 L, T, R = Left-turn, Through, and/or Right-turn movements
 X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The following observations are evident from this analysis:

- **Curry Road (NY Route 7)/Helderberg Avenue** – The level of service analysis indicates that this signalized intersection currently operate at an overall LOS B during the peak hours with all movements operating at LOS C or better.
- **Curry Road/Stewart’s Driveway** – The level of service summary indicates that the southbound Stewart’s Driveway approach currently operates at LOS B during the peak hours and that the eastbound left-turn movement operates at LOS B or better during the peak hours.
- **Helderberg Avenue/Stewart’s Driveway** – The level of service summary indicates that the eastbound Stewart’s Driveway approach currently operates at LOS B during the peak hours while the northbound left-turn movement operates at LOS A during the peak hours.

It is recommended that vegetation along the project frontage be maintained and that the landscaping plan consider sight lines in order to maintain visibility at both Stewart’s Driveway intersections. In addition, any site signing should be placed a minimum of fifteen feet back from the travel way.

Queuing Evaluation

A queuing evaluation was conducted at the signalized Curry Road (NY Route 7)/Helderberg Avenue intersection to determine if queuing associated with traffic operations will impact the unsignalized Stewart’s Driveway intersections located to the west and north. The new Stewart’s Driveway on Curry Road will be located approximately 275-feet west of the stop line while the new Stewart’s Driveway on Helderberg Avenue will be located approximately 160-feet north of the stop line. This indicates that the roadways can accommodate approximately 10 vehicles and six (6) vehicles in queue, respectively, before operations of the new Stewart’s Driveway intersections will be impacted. Table 3 summarizes the queues on the eastbound Curry Road approach and on the southbound Helderberg Avenue approach.

Table 3 – Queuing Summary (in feet)

Intersection		Available Storage	Existing 2025						
			AM Peak Hour		PM Peak Hour		Saturday Peak Hour		
			50 th	95 th	50 th	95 th	50 th	95 th	
Curry Road (NY Route 7)/Helderberg Avenue									
Curry Road EB	L	275	25	25	25	25	25	25	25
	T,TR	275	100	175	100	200	125	200	200
Helderberg Avenue SB	LT	160	50	100	50	100	50	75	75
	R	160	25	25	25	25	25	25	25

EB, SB = Eastbound and Southbound intersection approaches
 L, T, R = Left-turn, Through, and/or Right-turn movements

The Synchro model indicates that the eastbound Curry Road approach and the southbound Helderberg Avenue approach will experience 95th percentile vehicle queues of approximately eight (8) vehicles (200-feet) or less and approximately four (4) vehicles (100-feet) or less during the peak hours, respectively. This indicates that 95th percentile queues on the eastbound Curry Road approach and on the southbound Helderberg Avenue approach will not block the Stewart’s Driveway intersections during the peak hours. A review of the SimTraffic simulation indicates that adequate traffic operations are provided at the Stewart’s Driveway intersections on Curry Road and Helderberg Avenue.

Pedestrian Connection

The existing sidewalk on Curry Road was recently reconstructed as part of the *Traffic Signal Rebuild SFY22* project (PIN 181016). It is noted that the existing Stewart’s Driveways on Curry Road and Helderberg

Avenue will be relocated along the roadways in order to maximize intersection spacing. The sidewalks on Curry Road and Helderberg Avenue will be replaced as necessary with pedestrian curb ramps.

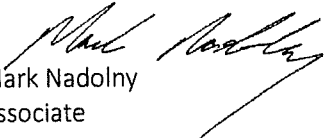
5.0 Conclusions


The proposed project includes the construction of a 4,500 SF *Stewart's Shop* convenience market with four (4) gas pumps and eight (8) fueling positions at 1841 Helderberg Avenue. The proposed development will replace the existing 2,312 SF *Stewart's Shop* which has three (3) gas pumps and six (6) fueling positions. It is noted that the parcel will be expanded to incorporate two vacant properties to the west. Existing access to the site is provided via one full access driveway on Helderberg Avenue and via two full access driveways on Curry Road. The existing driveway on Helderberg Avenue will be channelized and relocated approximately 160-feet northwest of the adjacent traffic signal. In addition, the two driveways on Curry Road will be consolidated into one driveway and relocated approximately 275-feet west of the adjacent traffic signal on the western property boundary. It is noted that the driveways currently provided for the two vacant parcels on Curry Road and on Helderberg Avenue will be eliminated. The elimination of these driveways and the consolidation/channelization/relocation of the existing Stewart's Driveways is consistent with access management principles. It is anticipated that the proposed re-development will be fully built and occupied by the end of 2026. The following is noted regarding the proposed project:

- The level of service analysis indicates that the signalized Curry Road (NY Route 7)/Helderberg Avenue intersection currently operates at an overall LOS B with all movements operating at LOS C or better during the peak hours.
- The level of service summary indicates that the unsignalized Stewart's Driveway intersections on Curry Road and Helderberg Avenue currently operate at LOS B or better.
- It is recommended that the Stewart's Driveway approaches on Curry Road and Helderberg Avenue provide a single lane for shared travel movements that are controlled by a stop-sign.
- It is recommended that vegetation along the project frontage be maintained and that the landscaping plan consider sight lines in order to maintain visibility at both Stewart's Driveway intersections. In addition, any site signing should be placed a minimum of fifteen feet back from the travel way.
- The queuing assessment indicates that average and 95th percentile queues on the eastbound Curry Road approach and on the southbound Helderberg Avenue approach will not block the Stewart's Driveway intersections during the peak hours. A review of the SimTraffic simulation indicates that adequate traffic operations are provided at these intersections.
- The existing sidewalk on Curry Road was recently reconstructed as part of the *Traffic Signal Rebuild SFY22* project. It is noted that the existing Stewart's Driveways on Curry Road and Helderberg Avenue will be relocated along the roadways in order to maximize intersection spacing. The sidewalks on Curry Road and Helderberg Avenue will be replaced as necessary with pedestrian curb ramps.

Please feel free to call our office if you have any questions or comments regarding the above evaluation.

Respectfully submitted,
Creighton Manning Engineering & Surveying, PLLC


Mark Nadolny
Associate


Mark A. Sargent, P.E.
Group Leader/Senior Project Manager

N:\Projects\2025\R250837.00 - Stewarts-Stewarts Curry R\Working\Traffic\Reports\20250523_itr rpt_R250837.00.docx

Description

This typical section applies to Curry Road from Hollywood Avenue in the west to Deforest Street in the east.

Summary of Improvements

- Short-term: Travel lanes narrowed to 11 feet.
- Short-term: New 12-foot shared-use path on the westbound side of Curry Road and small sections on Helderberg Avenue to accommodate bicyclists navigating through the intersections between shared lanes on Helderberg Avenue to the north and Deforest Avenue to the south. Bicycle ramps will be needed to transition people riding bikes on and off the shared use paths and back into the shared lanes of the roadways. While crossing the three crosswalks, bicyclists would be expected to dismount and walk their bikes across the road.

Bicycle Ramps

Bicycle ramps are intended for bicyclists only, not pedestrians or motor vehicles. As such, a Detectable Warning System (DWS) different than truncated domes are desired. Guidance on how to construct these ramps is found in AASHTO Guide for the Development of Bicycle Facilities 2012, Fourth Edition and NCHRP Report 672: Roundabouts: An Informational Guide 2nd Edition, section 6.8.2.2, DGM 1-28: Directional Tactile Surface Indicators (DTSI) for Bicycle Ramps. Figure 36 shows examples of the placement of the DWS pattern where a bicyclist is to enter or exit a shared shoulder or bicycle lane parallel and adjacent to a sidewalk or shared use path. The DTSI is to be applied full width as designated by the Engineer for cuing a pedestrian route or to separate designated bike/pedestrian routes. Bicycle ramps like this are used in other states including Delaware and Washington.



Figure 36: Bicycle Ramps in North Newport Highway Spokane, WA (Source: Google Streetview)

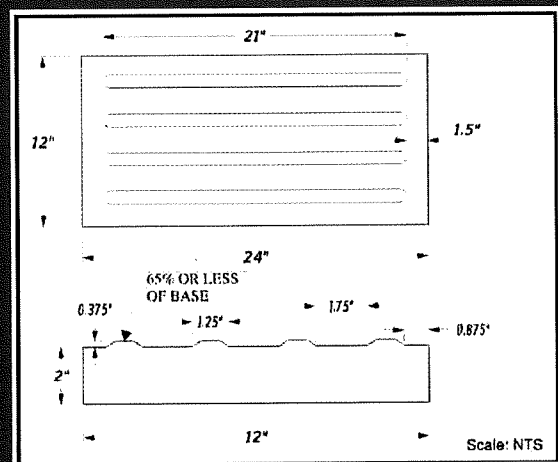


Figure 37: Directional Tactile Surface Indicators (DTSI) for Bicycle Ramps
 Source: DelDOT Design Manual, based on information from AASHTO Guide for the Development of Bicycle Facilities 2012, Fourth Edition and NCHRP Report 672: Roundabouts: An Informational Guide 2nd Edition