MEETING OF THE
ROTTERDAM TOWN BOARD

May 22, 2024
7:00 PM
Agenda Review 6:30 PM

CALL TO ORDER
ROLL CALL
PLEDGE OF ALLEGIANCE
SUPERVISOR'S REMARKS: Supervisor Mollie A. Collins
EXECUTIVE SESSION
PROCLAMATIONS
PRESENTATIONS
PUBLIC HEARING

- For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code to reduce the allowable building height to 2 stories up to 30 feet in height in the Main Street/Neighborhood Center (MS/NC) Overlay District. *Pg. 5*
- For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the Existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. *Pg. 15*
- For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To adopt Chapter §271 entitled 'Hotel Use Regulations', of the Town Code of the Town of Rotterdam. *Pg. 30*

PUBLIC COMMENT – PRIVILEGE OF THE FLOOR:
Those members of the public wishing to address the Town Board will be asked to sign in before the meeting is called to order on the sign-in sheets being provided. Speakers will be called to the podium in the order of their signing in. Persons recognized by the Chair to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as Chair of the meeting. Persons granted the privilege of the floor shall first clearly state his/her name and address for the record. Persons so addressing the Chair through the use of a prepared written statement shall submit a copy of the same to the Town Clerk for the purpose of maintaining clear and accurate official minutes of the Town Board meeting.

GENERAL RULES OF PROCEDURE FOR PUBLIC HEARINGS & PRIVILEGE OF THE FLOOR:

Any person recognized by the Town Supervisor to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as chair of the meeting. Any person granted the privilege of the floor shall first clearly state his/her name and address for the record. The purpose of privilege of the floor shall be for speakers to express their views, thoughts and speak freely. Each speaker, who wishes to address the town board, shall have an equal and reasonable opportunity to be heard by the town board. Each speaker shall be afforded a maximum of four (4) minutes to address the town board.

INTRODUCTION OF MOTIONS, ORDERS AND RESOLUTIONS
RESOLUTIONS

220.24 Accepting Town Board meeting minutes. *Pg. 37*

221.24 To adopt a Negative Declaration on a Change of Zone application from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) located at Highbridge Road, Mercer Street, and Sherman Street. *Pg. 91*

222.24 To Enact Introductory Local Law No. 8 of 2024; To amend Chapter 270, Zoning, of the Town Code relating to a Change of Zone from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) for property located at Highbridge Road, Mercer Street, and Sherman Street. *Pg. 228*

223.24 To adopt a Negative Declaration to amend Chapter 270, Zoning, of the Town Code, to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District. *Pg. 247*

224.24 To Enact Introductory Local Law No. 9 of 2024; To amend Chapter 270, Zoning, of the Town Code, to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District. *Pg. 258*

225.24 To adopt a Negative Declaration to amend Chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. *Pg. 270*

226.24 To Enact Introductory Local Law No. 10 of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. *Pg. 281*

227.24 To Enact Introductory Local Law No. 11 of 2024; To adopt Chapter 271 entitled Hotel Use Regulations. *Pg. 295*

228.24 Call for bids for 6.3mm polymer-modified hot mix asphalt highway resurfacing. *Pg. 304*

229.24 Call for bids for mill & fill with 6.3 polymer-modified hot mix asphalt highway paving. *Pg. 325*

230.24 Revisions to mercury limits in chapter 230 sewers. *Pg. 346*

231.24 To approve budget transfers of gas and diesel to the 2024 budget. *Pg. 351*

232.24 To negotiate and execute an agreement with KB Engineering & Architecture, P.C. for professional engineering services related to the Mercury Minimization Plan. *Pg. 354*

233.24 To appoint Michael Isabella to the position of Traffic Safety Coordinator. *Pg. 364*

234.24 To appoint seasonal Park Attendants to the Parks Department. *Pg. 372*

235.24 To appoint seasonal Laborers to the Highway Department. *Pg. 394*

236.24 To amend Resolution 18.24 of the year 2024; Appoint Letefa Lang as a Part-Time Clerk. *Pg. 420*

LIAISON REPORTS
MISCELLANEOUS
EXECUTIVE SESSION

- Personnel matter related to employee 05222024 with invited guest Elyane Gold Esq.

ADJOURNMENT
Mollie A. Collins, Supervisor

PUBLIC HEARING #1

5/22/24

- For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code to reduce the allowable building height to 2 stories up to 30 feet in height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, April 24, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 189.24

TO RECOGNIZE THE INTRODUCTION OF INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO REDUCE THE ALLOWABLE BUILDING HEIGHT IN THE MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT; DECLARE LEAD AGENCY AND REFERRING SAME TO THE PLANNING COMMISSION FOR REPORT AND RECOMMENDATION

WHEREAS, the Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay currently allows buildings to be three stories and up to 45 feet in height; and

WHEREAS, it is desired to reduce the allowable height to 2 stories up to 30 feet in height, to follow the December 2022 update to the Comprehensive Plan which contains recommended actions for the corridor mixed use area; NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON, seconded** by Councilmember **GALLUCCI,**
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby recognizes the introduction of Introductory Local Law __ of 2024; To amend chapter 270, Zoning, of the Town Code to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

SECTION 2. The Town Board of the Town of Rotterdam hereby declares the Town Board as Lead Agency under 6NYCRR Part 617 SEQR (State Environmental Quality Review) in connection to the proposed change of zone to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District, and authorizes the Senior Planner to distribute all documents necessary to comply with 6 NYCRR Part 612.12 (State Environmental Quality Review).

SECTION 3. The Town Board hereby refers this Introductory Local Law of 2024 to the Planning Commission of the Town of Rotterdam for report and recommendation thereon.

SECTION 4. This resolution shall become effective April 24, 2024.

DATED: April 24, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 203.24

TO CALL FOR A PUBLIC HEARING ON THE PROPOSED INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO REDUCE THE ALLOWABLE BUILDING HEIGHT IN THE MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

WHEREAS, the Town Board passed Resolution No. 189.24 to recognize the introduction of Introductory Local Law __ of 2024; To amend chapter 270, Zoning, of the Town Code to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District; and

WHEREAS, the Town Board Declared Lead Agency on the Change of Zone application under 6NYCRR Part 617 State Environmental Quality Review (SEQR) on April 24, 2024; NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **SCHLAG**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306, at 7:00 p.m. on the 22nd day of May for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2023; To amend chapter 270, Zoning, of the Town Code to reduce the allowable building height to 2 stories up to 30 feet in height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County NY

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 1, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo – Senior Planner
TITLE OF REQUEST:	Call for Public Hearing to amend the Zoning Code for the Town of Rotterdam and reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District.
TOWN BOARD MEETING:	May 8, 2024
Background Information:	Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay currently allows buildings to be three stories and up to 45 feet in height. Proposed amendment would reduce the allowable height to 2 stories up to 30 feet in height.
Evaluation/Analysis:	Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in areas of the town that contain underutilized and vacant properties to foster redevelopment opportunities. The December 2022 update to the Comprehensive Plan contains recommended actions for the corridor mixed use area. Limiting building heights Main Street/Neighborhood Center Zoning to two stories would help to implement these recommendations in the Comprehensive Plan. Request from the Town Board for a Report and Recommendation was sent to the Planning Commission on April 24, 2024. Town Board declared lead agency on April 24, 2024.
Recommendation(s):	Call for a Public Hearing to be held on May 22, 2024
Attachment/Document(s):	Proposed Amendment Main Street/ Neighborhood Center Overlay Town Board Resolution SEQR Short Environmental Assessment Form
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	Updates to Zoning Code Chapter 270
LEGISLATION WILL BE PREPARED BY:	Supervisor's Office

Town of Rotterdam, NY
Monday, April 22, 2024

Chapter 270. Zoning

Article VIIIB. MS/NC Main Street/Neighborhood Center Overlay District

§ 270-53.25. Maximum building height.

Where an election has been made to proceed under this article in accordance with § **270-53.21**, the maximum building height shall be ~~three~~ two stories, not exceeding ~~45~~ 30 feet.

Town of Rotterdam
Office of the Planning Commission

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

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

Resolution Number PC 30-2024
Moved by Mr. D'Alessandro seconded by Mr. Calder
Applicant: Town of Rotterdam

Resolution Adopting a Report and Positive Recommendation on an Amendment to the Height Allowances in the Main Street/Neighborhood Center Overlay District

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has forwarded a proposed amendment to Chapter 270, entitled "Zoning" to limit allowable building height the Main Street/Neighborhood Center Overlay District; and

WHEREAS, the Town Board referred the proposed amendment to the Town of Rotterdam ("Town") zoning code to the Planning Commission on April 24, 2024, for a report and recommendation thereon; and

WHEREAS, the Town Senior Planner presented the proposed amendment to the Planning Commission at its regularly scheduled meeting held on May 7, 2024; and

WHEREAS, the Planning Commission reviewed the proposed amendment at its regularly scheduled meeting held on May 7, 2024; and

WHEREAS, the Planning Commission has deliberated on the proposed amendment;

NOW, THEREFORE, upon motion of Member D'Alessandro, seconded by Member Calder,

BE IT RESOLVED, by the Planning Commission of the Town of Rotterdam as follows:

The Planning Commission hereby adopts the following as its report on the proposed Zoning Code Amendment:

1. The amendment is to Chapter 270, entitled "Zoning" to modify the allowable height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

   The MS/NC district was adopted in 2017 as part of an effort that the Town conducted to analyze properties in the existing commercial corridors and gateway areas to the Town and encourage redevelopment. The MS/NC encompasses areas along Hamburg Street, in Rotterdam Junction, the five corners area, and four corners area of Guilderland Avenue and Curry Road.

The current MS/NC zoning overlay district allows for building to be 3 stories up to 45 feet in height. The existing development patterns in the MS/NC overlay district are one and two-story buildings. The allowance for construction of structures up to 45 feet could potentially have a negative effect on these very important mixed use commercial nodes in the Town.

The existing height allowance of 45 feet is in conflict with the updated Comprehensive Plan as does not maintain the land use patterns of existing residential neighborhoods and preserve the character of established neighborhoods. As the Town moves forward with the implementation of the Comprehensive Plan, new guidelines will be focused on scale, design, and density to ensure that new housing is sensitive to surrounding neighborhood context. Amending the height allowances in the MS/NC Overlay district now will give the Town time to implement the recommendations of the Comprehensive Plan.

2. Subject to the considerations set forth in Paragraph 3, below, the Planning Commission hereby adopts a positive recommendation on the proposed request to lower the allowable height from 3 stories and 45 feet to 2 stories and 30 feet in the existing MS/NC overlay district.

3. Neither a positive recommendation by the Planning Commission, nor any rezoning action taken by the Town Board, should be construed as an approval or other favorable position concerning any proposed conceptual development. Any proposed development shall remain subject to full review by the Planning Commission and, as necessary, by the Zoning Board of Appeals.

Member	Aye	Nay
Kimberly Ricker Scannell	X	
Mark D'Alessandro	X	
Wayne Calder	X	
Clark Collins	X	
Joseph Signore	X	
Lynn Flansburg	X	
Joseph Miglucci	X	

Peter J. Comenzo
Senior Planner

Kimberly Ricker Scannell
Planning Commission Chairman

6. **Town of Rotterdam – Code Amendment. Report and Recommendation to the Town Board to amend Chapter 270, entitled "Zoning" to amend the Main Street/Neighborhood Center Overlay District height requirements from three (3) stories (45') to two (2) stories (30').**

Ms. Scannell: Next up is the Town of Rotterdam Code Amendment.

Mr. Comenzo: Peter Comenzo, Town Planner. I will be brief. As you know, I was here a couple of weeks ago presenting a proposal to actually extend the Main Street/Neighborhood Center Overlay District which is not a Change of Zone exactly, but it extends the Overlay District basically from the 4 Corners Area to the city line which allows for mixed use. What was brought to my attention and concerns with the Town Board with that is that it allows for 3 story buildings up to 45' in size. In looking at that area and in looking at Hamburg Street as well, I can understand the Board's concern with heights that large in that area. So, the Board, I think the Board, from what I understand and we haven't had a public hearing on that yet, but it sounded like they were comfortable in moving forward with an Overlay District to allow for additional uses and for mixed use but they were not so keen on having buildings that could potentially be 3 stories and 45'. So, the Town Supervisor directed me to put an amendment together to request that in our Main Street/Neighborhood Center Overlay District in the Town of Rotterdam that we would limit it to 2 stories and 30' as opposed to 3 stories and 45' just to limit the heights in those areas.

I don't know if anyone has any questions regarding that. It's pretty straightforward.

Ms. Scannell: Thank you, Peter. I appreciate the effort that you've put into this. It makes perfect sense from my perspective. Mr. D'Alessandro questions, comments, concerns?

Mr. D'Alessandro: I agree with it, and I am in favor of it.

Ms. Scannell: Mr. Calder?

Mr. Calder: No questions. I think it's a good thing to do.

Ms. Scannell: Mr. Collins?

Mr. Collins: I agree and think it's a good idea.

Ms. Scannell: Mrs. Flansburg?

Mrs. Flansburg: It's a good idea. I agree.

Ms. Scannell: Mr. Signore?

Mr. Signore: I agree. "Inaudible…" (Not speaking directly into the microphone).

Mr. Comenzo: Potentially, yeah, I think the Board's concern was in these corridors, maybe not necessarily 3 stories but in these areas that have high density development now, but most of the buildings are 1 story or at the most 2 stories that you have these larger buildings. I do not think that was the intent of the Overlay District. We keep talking mixed use, mixed use and then the Comprehensive Plan kind of alludes to this fact where you would have retail on the first floor and maybe have apartments on the second floor but not that you would have 2 floors of apartment on it. That was a concern the Board had brought up.

Mr. Signore: "Inaudible…" on the top floor?

Mr. Comenzo: The 30' height would accommodate an architectural and HVAC that would typically accompany that. We are looking to reduce it by 15' or 1 story.

Ms. Scannell: Mr. Miglucci?

Mr. Miglucci: I think it's a good idea.

Ms. Scannell: Do I have a motion that we will send a positive report and recommendation to the Town Board?

Mr. D'Alessandro: I'll make that motion.

Mr. Calder: I'll second it.

Ms. Scannell: Marlo, can you please call the roll.

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carer: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Motion carried.

PUBLIC HEARING #2

5/22/24

- For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the Existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, March 27, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 154.24

TO RECOGNIZE THE INTRODUCTION OF INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT; DECLARE LEAD AGENCY AND REFERRING SAME TO THE PLANNING COMMISSION FOR REPORT AND RECOMMENDATION

WHEREAS, the Town of Rotterdam does not currently adequately address Mixed Use Developments in the Guilderland Avenue Corridor north of Curry Road; and

WHEREAS, it is desired to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady, and will coincide with the existing Retail Business (B-1) zoning.; NOW

THEREFORE, UPON MOTION OF Councilmember **MASTROIANNI,** seconded by Councilmember **SCHLAG,**
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby recognizes the introduction of Introductory Local Law __ of 2024; To amend chapter 270, Zoning, of the Town Code to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

SECTION 2. The Town Board of the Town of Rotterdam hereby declares the Town Board as Lead Agency under 6NYCRR Part 617 SEQR (State Environmental Quality Review) in connection to the proposed change of zone to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady, and authorizes the Senior Planner to distribute all documents necessary to comply with 6 NYCRR Part 612.12 (State Environmental Quality Review).

SECTION 3. The Town Board hereby refers this Introductory Local Law of 2024 to the Planning Commission of the Town of Rotterdam for report and recommendation thereon.

SECTION 4. This resolution shall become effective March 27, 2024.

DATED: March 27, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on March 27, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this April 1,2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 204.24

TO CALL FOR A PUBLIC HEARING ON THE PROPOSED INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

WHEREAS, the Town Board passed Resolution No. 154.24 to recognize the introduction of Introductory Local Law __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District; and

WHEREAS, the Town Board Declared Lead Agency on the Change of Zone application under 6NYCRR Part 617 State Environmental Quality Review (SEQR) on March 27, 2024; NOW

THEREFORE, UPON MOTION OF Councilmember **MASTROIANNI**, seconded by Councilmember **GALLUCCI,**
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306, at 7:00 p.m. on the 22nd day of May for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the Existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady County, NY

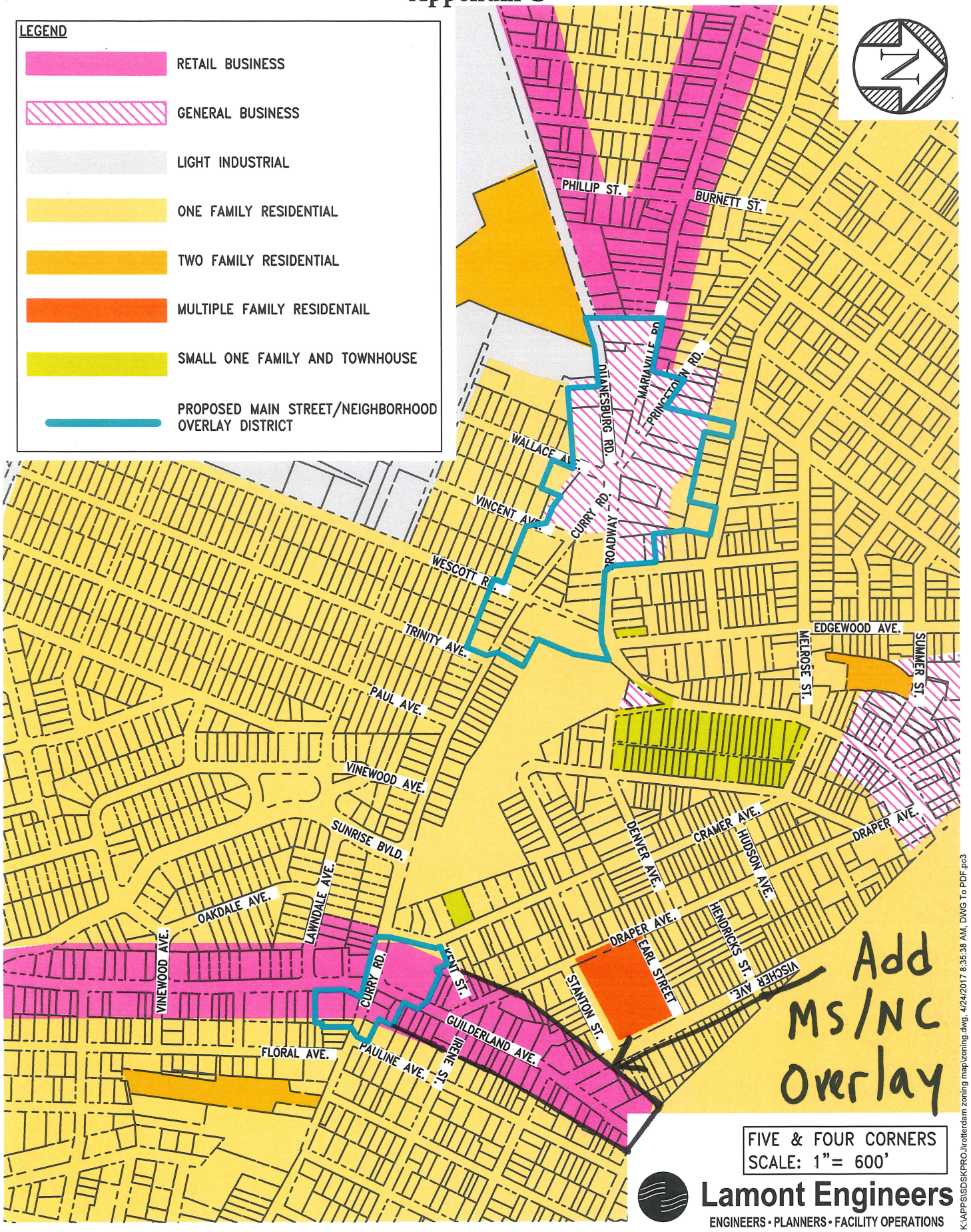
TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 14, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo – Senior Planner PC
TITLE OF REQUEST:	Amendment to the Zoning Code for the Town of Rotterdam to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Town of Rotterdam does not currently adequately address Mixed Use Developments in the Guilderland Avenue Corridor north of Curry Road
Evaluation/Analysis:	Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in a very limited portion of the four corners area. The existing Retail Business (B-1) zone in the Guilderland Avenue corridor limits redevelopment opportunities. Several underutilized and vacant properties in this corridor exist that could benefit from additional flexibility afforded by mixed use zoning. Extending the MS/NC overlay would help to implement these recommendations in the Comprehensive Plan. Request from the Town Board for a Report and Recommendation was sent to the Planning Commission on March 27, 2024. Town Board declared lead agency on March 27, 2024. Town Board called for a public hearing on May 8, 2024 and to conduct a Public Hearing on May 22, 2024.
Recommendation(s):	Amendment Zoning Code to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.
Attachment/Document(s):	Resolution PC2024-25 Report and Recommendation Verbatim Minutes April 16, 2024 Planning Commission Meeting Map Main Street/ Neighborhood Center Overlay District. Main Street/ Neighborhood Center Zoning
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	Updates to Zoning Code Chapter 270
LEGISLATION WILL BE PREPARED BY:	Supervisor's Office

Appendix C


LEGEND
RETAIL BUSINESS
GENERAL BUSINESS
LIGHT INDUSTRIAL
ONE FAMILY RESIDENTIAL
TWO FAMILY RESIDENTIAL
MULTIPLE FAMILY RESIDENTAIL
SMALL ONE FAMILY AND TOWNHOUSE
PROPOSED MAIN STREET/NEIGHBORHOOD OVERLAY DISTRICT
N
PHILLIP ST.
BURNETT ST.
MARIAVILLE RD.
PRINCETON RD.
OTTANESBURG RD.
CURRY RD.
ROADWAY
WALLACE AV.
VINCENT AVE.
WESCOTT RD.
TRINITY AVE.
PAUL AVE.
VINEWOOD AVE.
SUNRISE BVLD.
LAWNDALE AVE.
OAKDALE AVE.
VINEWOOD AVE.
CURRY RD.
KENT ST.
GUILDERLAND AVE.
FLORAL AVE.
PAULINE AVE.
IRENE ST.
EDGEWOOD AVE.
MELROSE ST.
SUMMER ST.
DENVER AVE.
CRAMER AVE.
HUDSON AVE.
DRAPER AVE.
DRAPER AVE.
EARL STREET
HENDRICKS ST.
VISCHER AVE.
STANTON ST.
Add MS/NC Overlay
FIVE & FOUR CORNERS
SCALE: 1"= 600'
Lamont Engineers
ENGINEERS • PLANNERS • FACILITY OPERATIONS
K:\APPS\SDSKPRO\Irotterdam zoning map\zoning.dwg, 4/24/2017 8:35:38 AM, DWG To PDF.pc3

Town of Rotterdam
Office of the Planning Commission

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

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

Resolution Number PC 25-2024
Moved by Mrs. Flansburg seconded by Mr. Calder
Applicant: Town of Rotterdam

Resolution Adopting a Report and Positive Recommendation on the Extension of the Main Street/Neighborhood Center Overlay District

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has forwarded a proposed amendment to Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. Area encompasses ±11.5 acres; and

WHEREAS, the Town Board referred the Change of Zone application to the Planning Commission on April 10, 2024 for a report and recommendation thereon; and

WHEREAS, the Town Planner presented the proposed amendment to the Planning Commission at its regularly scheduled meeting held on April 16, 2024; and

WHEREAS, the Planning Commission reviewed the proposed amendment at its regularly scheduled meeting held on April 16, 2024; and

WHEREAS, the Planning Commission has deliberated on the proposed amendment;

NOW, THEREFORE, upon motion of Member Flansburg, seconded by Member Calder,

BE IT RESOLVED, by the Planning Commission of the Town of Rotterdam as follows:

The Planning Commission hereby adopts the following as its report on the proposed Zoning Code Amendment:

1. The amendment is to Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. The area encompasses ±11.5 acres.

   The MS/NC district was adopted back in 2017 as part of the effort that Town was conducted was to look at the properties in the existing commercial corridors and gateway areas to the town and encourage redevelopment. So, when the MS/NC was adopted, areas were added along Hamburg Street, in Rotterdam Junction, the five corners area, and four corners area of Guilderland Avenue and Curry Road.

The overlay district is not changing the underlying zoning. The underlying zoning will remain B-1 but the overlay district is encouraging redevelopment. It is another tool that allows the Town and developers can utilize and allows for additional options in redevelopment efforts. The MS/NC overlay district allows for retail on the first floor and residential on the second floor. This type of mixed-use development meets the objectives of the Comprehensive Plan for these commercial areas in Town.

Guilderland Avenue is a gateway. There are several vacant properties in this corridor and additional options for mixed residential and commercial use supports several objectives of the Comprehensive Plan.

2. Subject to the considerations set forth in Paragraph 3, below, the Planning Commission hereby adopts a positive recommendation on the proposed request to extend the existing MS/NC overlay district.

3. Neither a positive recommendation by the Planning Commission, nor any rezoning action taken by the Town Board, should be construed as an approval or other favorable position concerning any proposed conceptual development. Any proposed development shall remain subject to full review by the Planning Commission and, as necessary, by the Zoning Board of Appeals.

Member	Aye	Nay
Kimberly Ricker Scannell	X	
Mark D'Alessandro	X	
Wayne Calder	X	
Clark Collins	X	
Joseph Signore	X	
Lynn Flansburg	X	
Joseph Miglucci	X	

Peter J. Comenzo
Senior Planner

Kimberly Ricker Scannell
Planning Commission Chairman

3. **Town of Rotterdam – Code Amendment. Report and Recommendation to the Town Board to amend Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. Area encompasses ±11.5 acres**

Ms. Scannell: Next up on our agenda is Peter is going to give us a little presentation. We have been asked to have a report and recommendation to the Town Board to amend Chapter 270 entitled "Zoning".

Mr. Comenzo: Peter Comenzo – Town Planner. If you look at the back of the agenda there in your packets you will see the Main Street Neighborhood Center Overlay District. Just for a little background, this district was adopted back in 2017 as part of the effort that we had on Hamburg Street to look at the properties on Hamburg Street and encourage redevelopment. So, when this was adopted, we added areas also in Rotterdam Junction and we added some property in the five corners area and we added property at the four corners area of Guilderland Avenue and Curry Road.

The overlay district is not changing the underlying zoning. The underlying zoning will remain B-1 but what the overlay district does is it encourages redevelopment in getting the developers to look at some of these guidelines that are in here and you can see that in the Code in trying to get them to push the building up to the roadway. If you look at both Hamburg Street and Guilderland Avenue there are a lot of similarities of the two where the buildings were constructed in the '50's and a lot of them are really close to the roadway and it gives a little better of connectivity for pedestrians as opposed to having a parking lot in the front and building in the back. It encourages that. It's not required but it tries to encourage that especially if someone is taking a building down and we encourage them to push it up to the roadway. It's really just another tool that allows the Town and developers to look at redevelopment options. It does allow for primarily for retail on the first floor and for residential on the second floor. Similar to the projects that you have seen in Saratoga where you invite folks, pedestrians to walk up and down the street and utilize the commercial tenants there and then on the second floor it would be residential.

In my mind, it's a good thing for Rotterdam to move towards this and address that area. As you know, there's several vacant properties such as an insurance agency that was in there and that is empty right now and that is boarded up, the old Napa was/is a recycling a center and it's vacant now. The old Draper Pharmacy is vacant. The old library is vacant. Sliders, I'm not sure if they are still open but there is obviously opportunities for redevelopment in that area and this would give folks the opportunity to redevelop and any project would have to come before the Planning Commission but it does open that up for potential redevelopment and going through the Planning Commission rather than having going to the Town Board. It makes the process is a little bit easier.

Ms. Scannell: I think redevelopment is a wonderful thing. I personally support this overlay expansion. I believe it meets the metrics for our comprehensive plan. I think additionally, with the recent passing of complete streets, this just adds a little bit more credence to that as well. It kind of shows that we are moving as a town in that direction of more accessibility. I think it's a great idea and I would personally entertain a positive recommendation to the Board.

What do you think Mr. D'Alessandro?

Mr. D'Alessandro: I think it's a great idea and any way we can entice businesses and developers to come in and help our tax base, I think that's great. I really do. I would definitely give a positive recommendation.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: I'm just curious because it's a special project that we're doing now, that area, does that give people that want to come in there a way to get some help getting projects started like Metroplex or something else to work these corridors and to make them work?

Mr. Comenzo: I believe it would bring, I know one of the biggest things is we have sewers there. They can make their properties more developable and more compact as opposed to having to take up a large area for your septic system. I guess Hamburg Street and Guilderland Avenue, there are areas that could really benefit from redevelopment and we are seeing it.

Altamont Avenue as well. We are seeing some positive changes. Altamont Avenue obviously different than Guilderland Avenue and Hamburg Street, but those are the areas we have the infrastructures and the state roads so, there is a potential for redevelopment and I think our current zoning to just have retail business there I don't necessarily see there being the investment in somebody going in…

Mr. Calder: No tax investment or tax possible?

Mr. Comenzo: I think the addition of them being able to put a couple of residential units above retail offsets the costs. There is a lot of small businesses and it's interesting to look at the dynamics of the town and you start looking at Hamburg Street and there is a lot of small businesses on Hamburg Street and they are doing well. A lot of them have been there for a while and they have a very good, tight-knit community. DOT made the investment and the Town made the investment to put the sewer line and we're starting to see projects there and over the next 10 years…

Mr. Calder: I think it's a good thing. I really do.

Mr. Comenzo: …the association is back active again they are having on May 4th, I think it is where the businesses is setting things up. "Inaudible…" he stopped in today and he's very excited and the whole neighborhood has been reaching out to him and knocking on the door when he's there at Joe's Pizza.

Mr. Calder: At Joe's old place?

Mr. Comenzo: Yes.

Mr. Calder: Is he finally going to do something?

Mr. Comenzo: He stopped in today and he's going to open shortly and he also purchased the property where Stewert's is for additional parking. He will be back with that project.

Mr. Calder: Next to Stewart's….

Mr. Collins: Across from the Stewart's.

Mr. Calder: It would be nice to see him finish that up. He's been working on that for many years. Thank you, that is all that I have Peter.

Ms. Scannell: Thank you. Mr. Collins?

Mr. Collins: I agree with everybody. I would give a positive recommendation and we really need it. So, I'm good with it.

Ms. Scannell: Mrs. Flansburg?

Mrs. Flansburg: I would give a positive recommendation as well. Just in reading through it the things that stuck out to me were that promoting a mixture of complementary land uses and including retailers, retail office, commercial uses and it just sounds like this fit with that and just having the flexibility to be able to redevelop what is there or establish something new and use the design guidelines that are in here. I would give it a positive recommendation as well.

Ms. Scannell: Mr. Signore?

Mr. Signore: I'm good.

Ms. Scannell: Mr. Miglucci?

Mr. Miglucci: I think it looks pretty good. It's a great project and the main reason is I want people to know that coming into Rotterdam that they are in the City of Schenectady and driving into Rotterdam. I want Rotterdam to shine above the City of Schenectady, just a personal thing with me, but I take pride in our town and I want people to know that when they are coming into Rotterdam.

Ms. Scannell: I like that. As you know, I think the gateways are important and you are right, that is actually a gateway when people from Schenectady so recognizing that we are in Rotterdam and having businesses to come to and places to live above those business kind of is a great idea.

Do you have any comments or questions about this that we should be paying attention to?

Mr. Valiquette: No, I think Peter already mentioned that we don't need the additional public hearing since we are not changing the underlying zoning itself so, I have no additional comments.

Ms. Scannell: Is there a motion for a positive recommendation on this matter?

Mrs. Flansburg: I'll make that motion.

Ms. Scannell: Is there a second?

Mr. Calder: I'll second it.

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

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carer: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Motion is carried. Before we make a motion to adjourn, the next Planning Commission meeting will be May 7th.

Is there a motion to adjourn?

Mr. Collins: I would like to make a motion to adjourn the meeting.

Ms. Scannell: Is there a second?

Mr. D'Alessandro: Second.

Ms. Scannell: All in favor. Motion carried.

Meeting adjourned at 8:02 p.m.

Respectfully Submitted,

Marlo L. Carter
Planning Commission Secretary

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 204.24

TO CALL FOR A PUBLIC HEARING ON THE PROPOSED INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

WHEREAS, the Town Board passed Resolution No. 154.24 to recognize the introduction of Introductory Local Law __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District; and

WHEREAS, the Town Board Declared Lead Agency on the Change of Zone application under 6NYCRR Part 617 State Environmental Quality Review (SEQR) on March 27, 2024; NOW

THEREFORE, UPON MOTION OF Councilmember **MASTROIANNI**, seconded by Councilmember **GALLUCCI,**
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306, at 7:00 p.m. on the 22nd day of May for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the Existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady County, NY

PUBLIC HEARING #3

5/22/24

- For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To adopt Chapter §271 entitled ‘Hotel Use Regulations’, of the Town Code of the Town of Rotterdam.

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 196.24

TO RECOGNIZE THE INTRODUCTION OF INTRODUCTORY LOCAL LAW NO. __ OF 2024; TO ADOPT CHAPTER 271 ENTITLED HOTEL USE REGULATIONS, AND SCHEDULING A PUBLIC HEARING THEREON

THEREFORE, UPON MOTION OF Councilmember **DODSON,** seconded by Councilmember **SCHLAG,**

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby recognizes the introduction of Introductory Local Law No. __ of 2024; To adopt Chapter §271 entitled 'Hotel Use Regulations', of the Town Code of the Town of Rotterdam.

SECTION 2. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306 at 7:00 p.m. on the 22nd day of May, 2024 for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To adopt Chapter §271 entitled 'Hotel Use Regulations', of the Town Code of the Town of Rotterdam.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 3. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of The Town Clerk
Schenectady, County NY

Proposed New Chapter 271 – Hotel Use Regulations

Article I - **Hotel Occupancy**

S271-1 – **Purpose**

It is the purpose of this article to promote the health, safety, and general welfare of guests of transient lodging providers located within the Town of Rotterdam, and to ensure the continued availability of safe, sanitary, and code-compliant transient lodging within the Town.

S271-2 – Definitions

Extended Stay Unit – a hotel or motel unit with accommodations for sleeping which contains a kitchenette.

S271-3 – **Occupancy Limits**

A. Occupancy of any hotel/motel, bed-and-breakfast, inn, or boardinghouse by any individual shall be limited to no more than twenty-eight (28) consecutive days unless such hotel/motel, bed-and-breakfast, inn, or boardinghouse has an attached restaurant; provided that such occupancy shall be allowed for more than twenty-eight (28) days within an extended stay unit (as defined in S271-2), which complies with all applicable New York State and Town of Rotterdam codes.

B. Occupancy of any hotel/motel, bed-and-breakfast, inn, or boardinghouse by any individual shall be limited to no more than sixty (60) days in any one hundred eighty (180) day period, except that such occupancy shall be allowed within an extended stay unit.

C. Re-registering any guest or any person sharing or staying in the same room as a guest in the same or a different room in the same hotel/motel, bed-and-breakfast, inn, or boardinghouse or in a hotel/motel, bed-and-breakfast, inn, or boardinghouse owned and operated by the same entity or an entity with any of the same member having an interest of 5% or more shall be considered a single occupancy for the purpose of these limits.

D. The occupancy limitations set forth in S271-A shall not apply if an individual provides photo identification as required by S271-4 that shows that the individual has a permanent place of residence other than the hotel/motel, bed-and-breakfast, inn, or boardinghouse at which the individual is registering. The owner or operator of any hotel/motel, bed-and-breakfast, inn, or boardinghouse shall photocopy the identification required by S271-4 and shall keep such record for a minimum of one year. This record must be available for inspection by member of the Town of Rotterdam Police Department and or Building/Code Enforcement Department, or any of them or their designees, who shall have the authority to inspect the records from time to time, without prior notice.

E. No person or entity owning, leasing, or operating or managing any hotel/motel, bed-and-breakfast, inn, or boardinghouse shall charge or accept money or other consideration by an hourly rate or any increment less than one full day's room rental.

F. In extraordinary circumstances, a person or entity owning, leasing, operating or managing any hotel/motel, bed-and-breakfast, inn, or boardinghouse, together with the occupant at issue, may apply to the Town Board of Rotterdam in writing, by submitting a written request to the Town Clerk of Rotterdam, for an extension of the twenty-eight (28) day limitation period upon a showing by clear and convincing evidence that a time extension is required for humanitarian reasons. The application must show not only that an extraordinary circumstance exists by clear and convincing evidence, but also must show all steps that have been taken to find the occupant suitable permanent housing elsewhere.

S271-4 – **Photo Identification Required**

Every hotel/motel, bed-and-breakfast, inn, or boardinghouse must require all adult guests to produce government-issued photo identification at the front desk immediately upon arrival.

S271-5 – **Age Restrictions**

Any individual occupying any hotel/motel, bed-and-breakfast, inn, or boardinghouse for any length of time must be at least 18 years of age, unless accompanied by a parent or legal guardian. However, a hotel/motel, bed-and-breakfast, inn, or boardinghouse may rent, lease or sign a contract for the use of the unit, room, or suite to a person under the age of 18 if the individual is part of a school group, sports or extracurricular team, convention, corporate meeting, pageant or other similar major contracted booking at the hotel/motel, bed-and-breakfast, inn, or boardinghouse and a copy of the contract is on file at the establishment available for inspection by the members of the Town of Rotterdam Police Department and Building/Code Enforcement Department, or any of them or their designees.

S271-6 – **Keeping and Inspection of Register**

Every hotel/motel, bed-and-breakfast, inn, or boardinghouse shall keep for a period of one year a register which shall show the name, residence, date or arrival and departure of all persons provided with lodging at the premises. This register must be available for inspection by the members of the Town of Rotterdam Police Department and Building/Code Enforcement Department, or any of them or their designees, who shall have the authority to inspect the register from time to time, without prior notice.

S271-7 – **Sanitary Conditions; General Maintenance**

A. Bathroom and water closet facilities are required.

    a. Bathroom or bathrooms, which affords privacy to a person inside said room; contains a bathtub or shower, wash basin and flush water closet; and complies with such other requirements as are set forth elsewhere in the Code of the Town of Rotterdam shall be supplied for each six (6) persons or fraction thereof residing within a hotel/motel, bed-and-breakfast, inn, or boardinghouse.

    b. All such facilities shall be located within the dwelling as to be directly accessible from a common hall or passageway which is either on the same floor as, or is one (1) floor

above or below, all rooming units it is designed to serve and which hallway is directly accessible to the occupants of all such rooming units without passing through any part of any other rooming unit or dwelling unit.

c. All bathrooms and water closet compartments shall be provided with inside locks.

B. Bedding, bed linen, towels and soap are required. Every person or entity owning, leasing, or operating or managing any hotel/motel, bed-and-breakfast, inn, or boardinghouse shall provide for all occupants' bedding, mattresses, mattress covers, bed linens, blankets, pillows, towels, and soap. All such items shall be kept in clean and sanitary condition at all times. Fresh, clean bed linens and towels shall be supplied for each new occupant at the commencement of the term of occupancy and fresh, clean bed linens and towels shall be supplied at least once a week. Unless laundry service is provided for all occupants, a laundry tub or washing machine shall be accessible to and available for use by all occupants.

C. All furniture and furnishings shall be maintained in safe and sound condition, in good repair, and upholstery and coverings shall be kept clean and free of rips and tears. Windows shall be provided, where necessary, with blinds, drapes, curtains, or shades to provide occupants with privacy.

D. There shall be present and in charge of every hotel/motel, bed-and-breakfast, inn, or boardinghouse subject to licensing a person who is mentally and physically competent to maintain the same in safe and sanitary condition, who shall keep the exterior of the premises and all common interior areas, including but not limited to the landings, stairways, hallways, and bathrooms, clean free from garbage and other refuse and free of infestation and who shall attend to the daily removal of garbage.

S271-8 – **Infestation**

A. All grounds, buildings and structures of any hotel/motel, bed-and-breakfast, inn, or boardinghouse shall be maintained free of insects, vermin and rodent harborage and infestation. Methods used for exterminating insects, vermin and rodents shall meet the generally accepted practices of the industry and shall be in accordance with the manufacturer's specifications.

B. Where the potential for rodent infestation exists, windows and other openings in basements and cellars shall be appropriately rodent proofed with wire or other suitable materials.

C. The exterior of every structure of any hotel/motel, bed-and-breakfast, inn, or boardinghouse used for human habitation shall be so maintained as to be vermin and rodent free. Where rodent or vermin problems exist, all exterior windows, doors and other opening two feet above ground level shall be screened or protected with acceptable wire mesh or other suitable materials. Defects, cracks, or holes shall be tightly sealed to prevent the entrance of insects, vermin, and rodents.

D. When a pest, bedbug, or other insect or rodent infestation, as defined in Section 308 of the New York State Property Maintenance Code, has been identified in a hotel/motel, bed-and-breakfast, inn, or boardinghouse by the Building/Code Enforcement Department after a

routine inspection by such Department, or inspection after the Department receives a complaint of an infestation, the Department shall contact the premises owner and require the owner to provide proof of extermination/pest control services. When determined by a professional exterminator, the dwelling units in direct proximity to the affected unit and common areas shall also be treated if evidence of infestation in these areas is found. The person or entity owning such hotel/motel, bed-and-breakfast, inn, or boardinghouse shall provide a copy of any report for the services rendered to the Building/Code Enforcement Department.

S271-9 – **Penalties for Offenses**

A. A violation of this article shall be punishable by a fine of not less than $100.00 nor more than $500.00, or 15 days in jail, or both, except that where the owner, lessor, operator, or agent was found to have violated this article within the preceding five years, the fine may not be more than $1,000.00. Each day that a violation continues shall be deemed a separate offense.

B. Town of Rotterdam Police Department and Building/Code Enforcement Department are authorized to issue appearance tickets for any violation of this section, and shall be primarily responsible for the enforcement of these provisions.

S271-10 – **Severability**

If any clause, sentence, paragraph, section, article, or part of this article shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof but shall be confined in its operation to the clause, sentence, paragraph, section, article or part thereof directly involved in the controversy in which such judgment shall have been rendered.

RESOLUTION NO. 220.24

ACCEPTING TOWN BOARD MEETING MINUTES

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby adopts the minutes of the Town Board Meeting of May 8, 2024 as attached.

SECTION 2. This resolution shall become effective May 22, 2024

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE: May 10, 2024
TO**:** Mollie A. Collins, Supervisor

FROM: Diane M. Marco, Town Clerk

TITLE OF LEGISLATIVE REQUEST: To adopt meeting minutes the Town Board Meeting of May 8, 2024.

TO BE PLACED ON TOWN BOARD AGENDA OF: May 22, 2024.

TO BE PLACED ON TOWN BOARD MEETING OF**:** May 22, 2024.

Background Information: Attached. To adopt the Town Board Meeting of May 8, 2024.

Evaluation/Analysis: N/A

Recommendation(s): To place on Town Board agenda and Town Board meeting of May 22, 2024.

Attachment/Document(s): Attached

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): N/A

LEGISLATION WAS PREPARED BY: Town Clerk Diane M. Marco

TOWN OF ROTTERDAM

DIANE M. MARCO

Town Clerk

John F. Kirvin Government Center * 1100 Sunrise Boulevard * Rotterdam, NY 12306
Telephone: (518) 355-7575 Ext: 352 * Fax: (518)355-7837* Website: www.rotterdamny.org
Email * dmarco@rotterdamny.org

May 10, 2024

Certified Resolutions: #180.24-#214.24 for the year 2024 was duly adopted at the Town Board Meeting held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, NY 12150 that was held Wednesday, May 8, 2024 at 7:00 p.m. The Town Board Agenda Meeting started at approximately 6:41 p.m. and was adjourned at approximately 6:59 p.m. by Councilmember Dodson and seconded by Councilmember Gallucci. All agreed to adjourn the Town Board Agenda Meeting. The Town Board Meeting started at approximately 7:00 p.m. Motion #37 was made by Councilmember Dodson and seconded by Councilmember Gallucci. Motion #38 was made by Councilmember Dodson and seconded Councilmember Gallucci. The Town Board meeting adjourned at approximately 8:59 p.m.
All agreed to adjourn the Town Board Meeting.

All Councilmembers were present

Diane M. Marco

Diane M. Marco, Town Clerk

MEETING OF THE
ROTTERDAM TOWN BOARD

May 8, 2024
7:00 PM
Agenda Review 6:30 PM
Meeting is held at the Rotterdam Junction Volunteer Fire House
1215 Main St, Rotterdam Junction, NY 12150

CALL TO ORDER
ROLL CALL
PLEDGE OF ALLEGIANCE
SUPERVISOR'S REMARKS: Supervisor Mollie A. Collins
EXECUTIVE SESSION
PROCLAMATIONS
PRESENTATIONS

- Jim Schaefer, Ph.D. Town Historian, "Yantaputchaberg -- New York's First Alpine (downhill) Ski Mountain 1930s" A short story about the Rotterdam Hills.

PUBLIC HEARING

- Order 1.24: In the Matter of the Joint Increase and Improvement of the Facilities of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York. **PUBLIC HEARING CLOSED**

PUBLIC COMMENT – PRIVILEGE OF THE FLOOR:
Those members of the public wishing to address the Town Board will be asked to sign in before the meeting is called to order on the sign-in sheets being provided. Speakers will be called to the podium in the order of their signing in. Persons recognized by the Chair to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as Chair of the meeting. Persons granted the privilege of the floor shall first clearly state his/her name and address for the record. Persons so addressing the Chair through the use of a prepared written statement shall submit a copy of the same to the Town Clerk for the purpose of maintaining clear and accurate official minutes of the Town Board meeting.

GENERAL RULES OF PROCEDURE FOR PUBLIC HEARINGS & PRIVILEGE OF THE FLOOR:
Any person recognized by the Town Supervisor to speak during privilege of the floor shall direct his/her comments to the Town Supervisor as chair of the meeting. Any person granted the privilege of the floor shall first clearly state his/her name and address for the record. The purpose of privilege of the floor shall be for speakers to express their views, thoughts and speak freely. Each speaker, who wishes to address the town board, shall have an equal and reasonable opportunity to be heard by the town board. Each speaker shall be afforded a maximum of four (4) minutes to address the town board.

INTRODUCTION OF MOTIONS, ORDERS AND RESOLUTIONS

MOTIONS

37.24 I make a motion to add resolution 214.24 to the agenda.

38.24 I make a motion to close the Public Hearing.

RESOLUTIONS

190.24 Accepting Town Board meeting minutes. *Pg. 13*

191.24 To appoint Patrick Reedy to the position of Water & Sewer Maintenance Worker. *Pg. 44*

192.24 To approve budget transfers to the 2024 budget. *Pg. 53*

193.24 To adopt a Negative Declaration on a Change of Zone application from Single Family Residential (R-1) to Light Industrial (I-1) on tax parcel #59.7-10-1.12 located at the corner of Tower Avenue and Chrisler Avenue. *Pg. 56*

194.24 To Enact Introductory Local Law No. 3 of 2024; To amend chapter 270, Zoning, of the Town Code, for a Change of Zone of approximately ±0.35 acres from Single Family Residential (R-1) to Light Industrial (I-1), located at the corner of Tower Avenue and Chrisler Avenue (tax map no. 59.7-10-1.12), to facilitate the construction of a ±2,000 square foot storage garage. *Pg. 87*

195.24 To recognize the Introduction of Introductory Local Law ___ of 2024; To amend chapter 270, Zoning, of the Town Code, relating to a Change of Zone from Multi-Family Residential (R-3) to General Business (B-2) located at 676 Mariaville Road and refer to the Planning Commission for report and recommendation. *Pg. 92* **FAILED**

196.24 To recognize the Introduction of Introductory Local Law No. __ of 2024; To adopt chapter 271 entitled Hotel Use Regulations, and scheduling a public hearing thereon. *Pg. 129*

197.24 To authorize the Supervisor to negotiate and execute a Memorandum of Agreement with the PBA, CSEA, and Rotterdam Chiefs' Association to observe Juneteenth as a holiday for the year 2024. *Pg. 135*

198.24 To authorize a release of retainage to VAD Contractors Inc**.** *Pg. 139*

199.24 To negotiate and execute an agreement with Colliers Engineering and Design for professional services in reviewing the Town Code §270 related to solar, wind & battery systems. *Pg. 152*

200.24 Authorize a Stipulation of Settlement with 1926 Curry Road LLC. *Pg. 162*

201.24 To authorize the Department of Environmental Conservation (DEC) to install a drop box at Kiwanis Park Boat Launch. *Pg. 168*

202.24 To negotiate and execute an agreement with Harmony Tree Service LLC for removal of trees at Kiwanis Park. *Pg. 171*

203.24 To call for a public hearing on the proposed Introductory Local Law __ of 2024; To amend chapter 270, Zoning, of the Town Code, to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District. *Pg. 174*

204.24 To call for a public hearing on the proposed Introductory Local Law __ of 2024; To amend chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District. *Pg. 182*

205.24 To negotiate and execute Amendment No. 2 with Barton and Logudice for professional engineering services for the Feasibility Study of the Town Court and Police Facility. *Pg. 202*

206.24 To negotiate and execute Amendment No. 3 with Barton and Logudice for professional engineering services for the Feasibility Study of the Town Court and Police Facility. *Pg. 221*

207.24 To negotiate and execute an agreement with Barton and Logudice for professional engineering services for Town Hall Renovations Phase Two. *Pg. 238*

208.24 To negotiate and execute an agreement with Siewert Equipment for the Wastewater Treatment Plant. *Pg. 264*

209.24 To accept revenue for the Town Clerk's office for April 2024. *Pg. 269*

210.24 To authorize Change Order No. 4 with John W. Danforth Company for the Rotterdam Town Hall Renovations. *Pg. 275*

211.24 A Resolution authorizing the issuance of $8,600,000 serial bonds of the Town of Rotterdam, Schenectady County, New York, to pay the cost of the joint increase and improvement of the facilities of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York. *Pg. 282*

212.24 Modification to the 2024 budget. *Pg. 301*

213.24 To schedule a special meeting of the Town Board. *Pg. 303*

214.24 To negotiate and execute an agreement with Johnson Controls for the Fire system Monitoring.

LIAISON REPORTS
MISCELLANEOUS
EXECUTIVE SESSION
ADJOURNMENT
Mollie A. Collins, Supervisor

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, NY 12150 that was held Wednesday, May 8, 2024, at 7:00 p.m. the following motion passed:

MOTION 37.24

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. I make a motion to add resolution 214.24 to the agenda

SECTION 2. This motion shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York**, DO HEREBY CERTIFY** that the foregoing motion was approved by the Town Board of the Town of Rotterdam on May 8, 2024 and that the foregoing motion is a true and correct transcript of the original motion and of the whole thereof and that said motion is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, NY 12150 that was held Wednesday, May 8, 2024, at 7:00 p.m. the following motion passed:

MOTION 38.24

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. I make a motion to close the Public Hearing.

SECTION 2. This motion shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni		X	
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York**, DO HEREBY CERTIFY** that the foregoing motion was approved by the Town Board of the Town of Rotterdam on May 8, 2024 and that the foregoing motion is a true and correct transcript of the original motion and of the whole thereof and that said motion is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION 190.24

ACCEPTING TOWN BOARD MEETING MINUTES

THEREFORE, UPON MOTION OF Councilmember **GALLUCCI**, seconded by Supervisor **COLLINS**,
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby adopts the minutes of the Town Board Meeting of April 24, 2024 as attached.

SECTION 2. This resolution shall become effective May 8, 2024

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco
Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 191.24

TO APPOINT PATRICK REEDY TO THE POSITION OF WATER & SEWER MAINTENANCE WORKER

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. Patrick Reedy, of Schenectady, New York 12306, is hereby appointed to the position of Water & Sewer Maintenance Worker, full time, probationary, with full employee benefits, and subject to pre-employment background checks, at an annual salary of fifty-two thousand one hundred fifty and 61/100 ($52,150.61) dollars, commencing May 20, 2024.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 192.24

TO APPROVE BUDGET TRANSFERS TO THE 2024 BUDGET

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **SCHLAG**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. Pursuant to Section 36 of the General Municipal Law of the State of New York and Sections 102, 112 and 113 of Town Law of the State of New York, regarding the Uniform System of Accounts, the following transfers to the various accounts for **2024** are hereby audited and approved:

Fund	***Account No.***		***Title***	***Amount***
General	A3620 4901	FROM:	Building Insp. & Demolition	-7,000.00
General	A3620 4300	INTO:	Safety Insp Conferences	+7,000.00

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, N.Y.

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 193.24

TO ADOPT A NEGATIVE DECLARATION ON A CHANGE OF ZONE APPLICATION FROM SINGLE FAMILY RESIDENTIAL (R-1) TO LIGHT INDUSTRIAL (I-1) ON TAX PARCEL #59.7-10-1.12 LOCATED AT THE CORNER OF TOWER AVENUE AND CHRISLER AVENUE

THEREFORE, UPON MOTION OF Councilmember **DODSON,** seconded by Councilmember **MASTROIANNI,**

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam herby adopts the Negative Declaration dated May 8, 2024, as prepared by the Senior Planner, for a Change of Zone request on approximately 0.35 acres of from Single Family Residential (R-1) to Light Industrial (I-1) to construct a ±2,000 square foot storage garage on the corner of Tower Avenue and Chrisler Avenue, Tax Map No. 59.7-10-1.12.

SECTION 2. The Town Board hereby authorizes the Senior Planner to distribute all documents necessary to comply with 6 NYCRR Part 612.12 (State Environmental Quality Review).

SECTION 3. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 194.24

TO ENACT INTRODUCTORY LOCAL LAW NO. 3 OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, FOR A CHANGE OF ZONE OF APPROXIMATELY ±0.35 ACRES FROM SINGLE FAMILY RESIDENTIAL (R-1) TO LIGHT INDUSTRIAL (I-1), LOCATED AT THE CORNER OF TOWER AVENUE AND CHRISLER AVENUE (TAX MAP NO. 59.7-10-1.12), TO FACILITATE THE CONSTRUCTION OF A ±2,000 SQUARE FOOT STORAGE GARAGE

WHEREAS, on March 27, 2024 by Resolution 148.24, Local Law 3 was proposed to be enacted, however the Town Board of the Town of Rotterdam TABLED Resolution 148.24, NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Supervisor **COLLINS**,
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 3 of 2024.

SECTION 2. The Town Clerk is directed, following consultation with the Attorney to the Town, to file said Local Law in final form with the New York State Department of State.

SECTION 3. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco
Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of The Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution **FAILED**:

RESOLUTION NO. 195.24 FAILED

TO RECOGNIZE THE INTRODUCTION OF INTRODUCTORY LOCAL LAW ___ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, RELATING TO A CHANGE OF ZONE FROM MULTI-FAMILY RESIDENTIAL (R-3) TO GENERAL BUSINESS (B-2) LOCATED AT 676 MARIAVILLE ROAD AND REFER TO THE PLANNING COMMISSION FOR REPORT AND RECOMMENDATION

WHEREAS, The Town has received an application for a Change of Zone request on ±16.19 acres of a ±65.8-acre parcel from Multi-Family Residential (R-3) to General Business (B-2) to facilitate the construction of two (2) 12,000 square feet warehouse buildings plus five (5) 10,000 square feet warehouse buildings and two (2) 7,500 square foot warehouse buildings on the property known as 676 Mariaville Road and is a portion of Tax Map No. 47.00-8.13.5.; NOW

THEREFORE, UPON MOTION OF Councilmember **SCHLAG**, seconded by Supervisor **COLLINS**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby recognizes the introduction of Introductory Local Law No. ____ of 2024; To amend Chapter 270, Zoning, of the Town Code, for a Change of Zone request on ±16.19 acres of a ±65.8-acre parcel from Multi-Family Residential (R-3) to General Business (B-2) to facilitate the construction of two (2) 12,000 square feet warehouse buildings plus five (5) 10,000 square feet warehouse buildings and two (2) 7,500 square foot warehouse buildings on the property known as 676 Mariaville Road and is a portion of Tax Map No. 47.00-8.13.5.

SECTION 2. The Town Board hereby refers this Introductory Local Law No. ____ of 2024 to the Planning Commission of the Town of Rotterdam for report and recommendation thereon.

SECTION 3. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson		**X**	
Mastroianni		**X**	
Gallucci		**X**	
Schlag	**X**		
Collins		**X**	

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution **FAILED** by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 196.24

TO RECOGNIZE THE INTRODUCTION OF INTRODUCTORY LOCAL LAW NO. __ OF 2024; TO ADOPT CHAPTER 271 ENTITLED HOTEL USE REGULATIONS, AND SCHEDULING A PUBLIC HEARING THEREON

THEREFORE, UPON MOTION OF Councilmember **DODSON,** seconded by Councilmember **SCHLAG,**

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby recognizes the introduction of Introductory Local Law No. __ of 2024; To adopt Chapter §271 entitled 'Hotel Use Regulations', of the Town Code of the Town of Rotterdam.

SECTION 2. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306 at 7:00 p.m. on the 22nd day of May, 2024 for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To adopt Chapter §271 entitled 'Hotel Use Regulations', of the Town Code of the Town of Rotterdam.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 3. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 197.24

TO AUTHORIZE THE SUPERVISOR TO NEGOTIATE AND EXECUTE A MEMORANDUM OF AGREEMENT WITH THE PBA, CSEA, AND ROTTERDAM CHIEFS' ASSOCIATION TO OBSERVE JUNETEENTH AS A HOLIDAY FOR THE YEAR 2024

THEREFORE, UPON MOTION OF Councilmember **GALLUCCI**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby observes Juneteenth, a federal and state holiday, by closing Town offices on Wednesday, June 19, 2024, and granting same as a paid holiday for the 2024 calendar year for the PBA, CSEA, and Rotterdam Chiefs Association members upon the receipt of the consent of the PBA and CSEA to same.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, N.Y.

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 198.24

TO AUTHORIZE A RELEASE OF RETAINAGE TO VAD CONTRACTORS INC.

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to execute all documents for the release of retainage and issue final payment No. 3 to VAD Contractors, Inc., located at 1885 Hyland Boulevard #1059 Staten Island, New York 10305, in the total amount of twenty-six thousand five hundred fifty-eight and 20/100 ($26,558.20) dollars, for the Senior Center Roof Replacement Project.

SECTION 2. This resolution shall become effective May 8, 2024.
DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco
Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 199.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH COLLIERS ENGINEERING AND DESIGN FOR PROFESSIONAL SERVICES IN REVIEWING THE TOWN CODE §270 RELATED TO SOLAR, WIND & BATTERY SYSTEMS

THEREFORE, UPON MOTION OF Councilmember **MASTROIANNI**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with Colliers Engineering and Design, located at 18 Corporate Woods Blvd, Suite 400, Albany, New York 12211, for professional engineering services for reviewing the Town Code §270 related to solar, wind & battery systems, in an amount not to exceed fourteen thousand and 00/100 ($14,000.00) dollars.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 200.24

AUTHORIZE STIPULATION OF SETTLEMENT WITH 1926 CURRY ROAD LLC

WHEREAS, the Town of Rotterdam has litigated this Article 7, Real Property Tax Certiorari proceeding with 1926 Curry, LLC, regarding real property taxes upon premises located at 1926 Curry Rd., SBL 59.9-6-18.13 for 2021, 2022 and 2023; and

WHEREAS, the Town's tax certiorari defense counsel, the attorney for the Petitioner, and the Assessor have conferenced this matter and agreed, subject to Town Board approval, to a reduction of assessed value for the above-referenced years, from one million five hundred thousand and 00/100 dollars ($1,500,000) to one million one hundred thousand and 00/100 dollars ($1,100,000) for the property located at 1926 Curry Rd., SBL 59.9-6-18.13 for 2021, 2022 and 2023, with RPTL 727 to apply in accordance with its terms to the 2021, 2022, 2023 tax roll assessed value established hereunder; and

WHEREAS, it is deemed in the Town's best interest to settle the case for the above stated amount; NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Beebe Law Firm to enter into a stipulation of settlement on behalf of the Town of Rotterdam, in the matter 1926 Curry, LLC v. Town of Rotterdam, et al., Index Number 2021-1523, 2022-1135 & 2023-1224, Article 7 Real Property Tax Certiorari proceedings for the tax years 2021, 2022 & 2023 consistent with the terms set forth above.

SECTION 2. This resolution shall become effective May 8, 2024

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 201.24

TO AUTHORIZE THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) TO INSTALL A DROP BOX AT KIWANIS PARK BOAT LAUNCH

THEREFORE, UPON MOTION OF Supervisor **COLLINS**, seconded by Councilmember **DODSON**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby approves the request of the Department of Environmental Conservation (DEC), to install at drop box to conduct a Mohawk River-canal creel angler survey at Kiwanis Park boat launch from May 1, 2024 through October 31, 2024, at no cost to the Town.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 202.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH HARMONY TREE SERVICE LLC FOR REMOVAL OF TREES AT KIWANIS PARK

THEREFORE, UPON MOTION OF Councilmember **SCHLAG**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with Harmony Tree Service LLC, located at 350 Mariaville Road, Schenectady, NY 12306, for the removal and stump grinding of approximately ten (10) trees at Kiwanis Park, in an amount not to exceed six thousand and 00/100 ($6,000.00) dollars.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 203.24

TO CALL FOR A PUBLIC HEARING ON THE PROPOSED INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO REDUCE THE ALLOWABLE BUILDING HEIGHT IN THE MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

WHEREAS, the Town Board passed Resolution No. 189.24 to recognize the introduction of Introductory Local Law __ of 2024; To amend chapter 270, Zoning, of the Town Code to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District; and

WHEREAS, the Town Board Declared Lead Agency on the Change of Zone application under 6NYCRR Part 617 State Environmental Quality Review (SEQR) on April 24, 2024; NOW

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **SCHLAG**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306, at 7:00 p.m. on the 22nd day of May for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2023; To amend chapter 270, Zoning, of the Town Code to reduce the allowable building height to 2 stories up to 30 feet in height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 204.24

TO CALL FOR A PUBLIC HEARING ON THE PROPOSED INTRODUCTORY LOCAL LAW __ OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

WHEREAS, the Town Board passed Resolution No. 154.24 to recognize the introduction of Introductory Local Law __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District; and

WHEREAS, the Town Board Declared Lead Agency on the Change of Zone application under 6NYCRR Part 617 State Environmental Quality Review (SEQR) on March 27, 2024; NOW

THEREFORE, UPON MOTION OF Councilmember **MASTROIANNI**, seconded by Councilmember **GALLUCCI**,
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than ten (10) days prior to the date designated for the public hearing provided for hereby the following notice:

TOWN OF ROTTERDAM
NOTICE OF HEARING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a public hearing at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306, at 7:00 p.m. on the 22nd day of May for the following purpose:

> For receipt of comment on the proposed Introductory Local Law No. __ of 2024; To amend Chapter 270, Zoning, of the Town Code, to extend the Existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on May 10, 2024
Town Clerk
Post

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, N.Y.

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 205.24

TO NEGOTIATE AND EXECUTE AMENDMENT NO. 2 WITH BARTON AND LOGUDICE FOR PROFESSIONAL ENGINEERING SERVICES FOR THE FEASIBILITY STUDY OF THE TOWN COURT AND POLICE FACILITY

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute Amendment No. 2 with Barton & Loguidice, located at 10 Airline Drive, Suite 200, Albany, NY 12205, for a Phase II Sampling Environmental Due Diligence, for the Town Court and Police Facility Feasibility Study, in the amount not to exceed fourteen thousand five hundred and 00/100 dollars ($14,500.00).

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 206.24

TO NEGOTIATE AND EXECUTE AMENDMENT NO. 3 WITH BARTON AND LOGUDICE FOR PROFESSIONAL ENGINEERING SERVICES FOR THE FEASIBILITY STUDY OF THE TOWN COURT AND POLICE FACILITY

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute Amendment No. 3 with Barton & Loguidice, located at 10 Airline Drive, Suite 200, Albany, NY 12205, for the SEQRA review process and due diligence, for the Town Court and Police Facility Feasibility Study, in the amount not to exceed five thousand and 00/100 dollars ($5,000.00).

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco
Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 207.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH BARTON AND LOGUDICE FOR PROFESSIONAL ENGINEERING SERVICES FOR TOWN HALL RENOVATIONS PHASE TWO

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with Barton & Loguidice, located at 10 Airline Drive, Suite 200, Albany, NY 12205, for Town Hall Renovations Phase Two, preliminary evaluation and conceptual design phase services, in the amount not to exceed sixty five thousand and 00/100 dollars ($65,000.00).

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco
Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 208.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH SIEWERT EQUIPMENT FOR THE WASTEWATER TREATMENT PLANT

THEREFORE, UPON MOTION OF Councilmember **DODSON,** seconded by Councilmember **MASTROIANNI,**

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an agreement with Siewert Equipment, located at 175 Akron Street, Rochester, New York 14609, for the purchase and installation of the parts and accessories listed in the attached Quote "QTRoch07656", for the Wastewater Treatment Plant, in the amount of five thousand five hundred ten and 30/100 ($5,510.30) dollars.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office Of The Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 209.24

TO ACCEPT REVENUE FOR THE TOWN CLERK'S OFFICE FOR APRIL 2024

THEREFORE, UPON MOTION OF Councilmember **GALLUCCI,** seconded by Councilmember **DODSON,**
BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Clerk's report for the month of April 2024, has been placed on file and the town clerk's check in the amount of eight thousand one hundred sixteen dollars and 93/100 ($8,116.93) has been submitted to the supervisor for deposit.

SECTION 2. This resolution shall become effective May 8, 2024

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco
Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 210.24

TO AUTHORIZE CHANGE ORDER NO. 4 WITH JOHN W. DANFORTH COMPANY FOR THE ROTTERDAM TOWN HALL RENOVATIONS

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **GALLUCCI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute Change Order No. 4 with John W. Danforth, located at 5 Liebich Lane, Halfmoon, NY 12065, for the Rotterdam Town Hall Renovations, Contract 2 – Mechanical Construction, to remove and replace registers, grills and diffusers in waiting 217, open office 218, storage 219 and V. Dalton Bambury Board Room 223, for a cost increase of eight thousand one hundred fifty five and 79/100 ($8,155.79) dollars, and a new contract sum totaling one hundred ninety four thousand, eight hundred twenty three and 60/100 ($194,823.60) dollars.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

PRESENT:

Mollie A. Collins
Supervisor

Councilmember
Jack Dodson

Joseph Mastroianni
Councilmember

Teri Gallucci
Councilmember

Ronald Schlag
Councilmember

In the Matter of The Joint Increase and Improvement of the Facilities of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York	PUBLIC INTEREST ORDER

WHEREAS, the Town Board of the Town of Rotterdam, Schenectady County, New York, has duly caused to be prepared, by competent engineers duly licensed by the State of New York, a map, plan and report including an estimate of cost, pursuant to Section 202-b of the Town Law, relating to the proposed joint increase and improvement of the facilities of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York (together, the "Districts"), consisting of various water system improvements, including original furnishings, equipment, machinery, apparatus, appurtenances, and incidental improvements and expenses in connection therewith, at a maximum estimated cost of $8,600,000; and

WHEREAS, it was expected that the apportionment of such cost between the Districts shall be as follows: Water District No. 3: 96.8% ($8,324,800) and Water District No. 4: 3.2% ($275,200); and

WHEREAS, such cost shall be annually apportioned among such Districts by said Town Board, and the amounts so apportioned shall be annually apportioned and assessed upon the several lots and parcels of land within each said District in the manner provided by law, in an amount sufficient to pay the principal and interest on said bonds as the same become due, but if not paid from such source, all the taxable real property in said Town shall be subject to the levy of ad valorem taxes without limitation as to rate or amount sufficient to pay the principal of and interest on said bonds as the same shall become due; and

WHEREAS, the capital project hereinafter described is expected to be determined to be an Unlisted Action pursuant to the regulations of the New York State Department of Environmental Conservation promulgated pursuant to the State Environmental Quality Review Act, the implementation of which as proposed, it has been determined will not result in any significant adverse environmental impact and SEQRA compliance materials are on file in the Office of the Town Clerk where they may be inspected during regular office hours; and

WHEREAS, at a meeting of said Town Board duly called and held on April 24, 2024, an Order was duly adopted by it and entered in the minutes specifying the said Town Board would meet to consider the joint increase and improvement of facilities of Water District No. 3 and Water District No. 4 in said Town at a maximum estimated cost of $8,600,000, and to hear all persons interested in the subject thereof concerning the same at the Rotterdam Junction Volunteer Fire Department #1, in Rotterdam Junction, New York, in said Town, on May 8, 2024, at 7:00 o'clock Noon P.M., Prevailing Time; and

WHEREAS, said Order duly certified by the Town Clerk was duly published and posted as required by law; and

WHEREAS, a public hearing was duly held at the time and place set forth in said notice, at which all persons desiring to be heard were duly heard; NOW, THEREFORE, BE IT

ORDERED, by the Town Board of the Town of Rotterdam, Schenectady County, New York, as follows:

Section 1. Upon the evidence given at the aforesaid public hearing, it is hereby found and determined that it is in the public interest to make the joint increase and improvement of the facilities of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York, consisting of various water system improvements, including original furnishings, equipment, machinery, apparatus, appurtenances, and incidental improvements and expenses in connection therewith, at a maximum estimated cost of $8,600,000, allocated as follows: Water District No. 3: 96.8% ($8,324,800) and Water District No. 4: 3.2% ($275,200).

Section 2. This Order shall take effect immediately.

The question of the adoption of the foregoing order was duly put to a vote on roll, which resulted as follows:

_____ VOTING _____

_____ VOTING _____

_____ VOTING _____

_____ VOTING _____

_____ VOTING _____

The Order was thereupon declared duly adopted.

* * * * *

CERTIFICATION

STATE OF NEW YORK)
) ss.:
COUNTY OF SCHENECTADY)

I, the undersigned Clerk of the Town of Rotterdam, Schenectady County, New York (the "Issuer"), DO HEREBY CERTIFY:

1. That a meeting of the Issuer was duly called, held and conducted on the 8th day of May, 2024.
2. That such meeting was a regular meeting.
3. That attached hereto is a proceeding of the Issuer which was duly adopted at such meeting by the Board of the Issuer.
4. That such attachment constitutes a true and correct copy of the entirety of such proceeding as so adopted by said Board.
5. That all members of the Board of the Issuer had due notice of said meeting.
6. That said meeting was open to the general public in accordance with Section 103 of the Public Officers Law, commonly referred to as the "Open Meetings Law".
7. That notice of said meeting (the meeting at which the proceeding was adopted) was given PRIOR THERETO in the following manner:

PUBLICATION (here insert newspaper(s) and date(s) of publication)

POSTING (here insert place(s) and date(s) of posting)

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Issuer this _____ day of May, 2024.

_____
Town Clerk

(CORPORATE
SEAL)

BOND RESOLUTION 211.24

At a regular meeting of the Town Board of the Town of Rotterdam, Schenectady County, New York, held at the Rotterdam Junction Volunteer Fire Department #1, in Rotterdam Junction, New York, in said Town, on the 8th day of May, 2024, at 7:00 o'clock P.M., Prevailing Time.

The meeting was called to order by Supervisor Mollie A. Collins, and upon roll being called, the following were

PRESENT:
Mollie A. Collins
Supervisor

Jack Dodson
Councilmember

Joseph Mastroianni
Councilmember

Teri Gallucci
Councilmember

Ronald Schlag
Councilmember

ABSENT

The following resolution was offered by Councilman **DODSON** who moved its adoption, seconded by Councilman **MASTROIANNI** to-wit:

BOND RESOLUTION 211.24 DATED MAY 8, 2024

A RESOLUTION AUTHORIZING THE ISSUANCE OF $8,600,000 SERIAL BONDS OF THE TOWN OF ROTTERDAM, SCHENECTADY COUNTY, NEW YORK, TO PAY THE COST OF THE JOINT INCREASE AND IMPROVEMENT OF THE FACILITIES OF WATER DISTRICT NO. 3 AND WATER DISTRICT NO. 4, EACH IN THE TOWN OF ROTTERDAM, SCHENECTADY COUNTY, NEW YORK.

WHEREAS, pursuant to the provisions heretofore duly had and taken in accordance with the provisions of Section 202-b of the Town Law, and more particularly an Order dated the date hereof, said Town Board has determined it to be in the public interest to jointly improve the facilities of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York, at a maximum estimated cost of $8,600,000; and

WHEREAS, the capital project hereinafter described, as proposed, has been determined to be an Unlisted Action pursuant to the regulations of the New York State Department of Environmental Conservation promulgated pursuant to the State Environmental Quality Review Act, which it has been determined will not have any significant adverse impact on the environment; NOW,

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

RESOLVED, by the Town Board of the Town of Rotterdam, Schenectady County, New York, as follows:

Section 1. For the class of objects or purposes of paying the cost of the joint increase and improvement of Water District No. 3 and Water District No. 4, each in the Town of Rotterdam, Schenectady County, New York, consisting of various water system improvements, including original furnishings, equipment, machinery, apparatus, appurtenances, and incidental

improvements and expenses in connection therewith, there are hereby authorized to be issued $8,600,000 serial bonds of said Town pursuant to the provisions of the Local Finance Law.

Section 2. It is hereby determined that the maximum estimated cost of the aforesaid class of objects or purposes is $8,600,000, which class of objects or purposes is hereby authorized at said maximum estimated cost, and that the plan for the financing thereof is by the issuance of the $8,600,000 serial bonds of said Town authorized to be issued pursuant to this bond resolution.

Section 3. It is hereby determined that the period of probable usefulness of the aforesaid class of objects or purposes is forty years pursuant to subdivision 1 of paragraph a of Section 11.00 of the Local Finance Law. It is hereby further determined that the maximum maturity of the serial bonds herein authorized will exceed five years.

Section 4. The faith and credit of said Town of Rotterdam, Schenectady County, New York, are hereby irrevocably pledged for the payment of the principal of and interest on such bonds as the same respectively become due and payable. An annual appropriation shall be made in each year sufficient to pay the principal of and interest on such bonds becoming due and payable in such year. To the extent not paid from monies raised from said Water District No. 3 and Water District No. 4 as applicable in the manner provided by law, apportioned to Water District No. 3 at 96.8% ($8,324,800) and to Water District No. 4 at 3.2% ($275,200), there shall annually be levied on all the taxable real property of said Town, a tax sufficient to pay the principal of and interest on such bonds as the same become due and payable.

Section 5. Subject to the provisions of the Local Finance Law, the power to authorize the issuance of and to sell bond anticipation notes in anticipation of the issuance and sale of the serial bonds herein authorized, including renewals of such notes, is hereby delegated to the Supervisor, the chief fiscal officer. Such notes shall be of such terms, form and contents, and shall

be sold in such manner, as may be prescribed by said Supervisor, consistent with the provisions of the Local Finance Law.

Section 6. The powers and duties of advertising such bonds for sale, conducting the sale and awarding the bonds, are hereby delegated to the Supervisor, who shall advertise such bonds for sale, conduct the sale, and award the bonds in such manner as the Supervisor shall deem best for the interests of said Town, including, but not limited to, the power to sell said bonds to the New York State Environmental Facilities Corporation; provided, however, that in the exercise of these delegated powers, the Supervisor shall comply fully with the provisions of the Local Finance Law and any order or rule of the State Comptroller applicable to the sale of municipal bonds. The receipt of the Supervisor shall be a full acquittance to the purchaser of such bonds, who shall not be obliged to see to the application of the purchase money.

Section 7. All other matters except as provided herein relating to the serial bonds herein authorized including the date, denominations, maturities and interest payment dates, within the limitations prescribed herein and the manner of execution of the same, including the consolidation with other issues, and also the ability to issue serial bonds with substantially level or declining annual debt service, shall be determined by the Supervisor, the chief fiscal officer of such Town. Such bonds shall contain substantially the recital of validity clause provided for in Section 52.00 of the Local Finance Law, and shall otherwise be in such form and contain such recitals, in addition to those required by Section 51.00 of the Local Finance Law, as the Supervisor shall determine consistent with the provisions of the Local Finance Law.

Section 8. The Supervisor is hereby further authorized, at the Supervisor's sole discretion, to execute a project finance and/or loan agreement, and any other agreements with the New York State Department of Health and/or the New York State Environmental Facilities

Corporation, including amendments thereto, and including any instruments (or amendments thereto) in the effectuation thereof, in order to effect the financing or refinancing of the class of objects or purposes described in Section 1 hereof, or a portion thereof, by a bond, and/or note issue of said Town in the event of the sale of same to the New York State Environmental Facilities Corporation.

Section 9. The power to issue and sell notes to the New York State Environmental Facilities corporation pursuant to Section 169.00 of the Local Finance Law is hereby delegated to the Supervisor. Such notes shall be of such terms, form and contents as may be prescribed by said Supervisor consistent with the provisions of the Local Finance Law.

Section 10. The validity of such bonds and bond anticipation notes may be contested only if:

1) Such obligations are authorized for an object or purpose for which said Town is not authorized to expend money, or

2) The provisions of law which should be complied with at the date of publication of this resolution are not substantially complied with,

and an action, suit or proceeding contesting such validity is commenced within twenty days after the date of such publication, or

3) Such obligations are authorized in violation of the provisions of the Constitution.

Section 11. This resolution shall constitute a statement of official intent for purposes of Treasury Regulations Section 1.150-2. Other than as specified in this resolution, no monies are, or are reasonably expected to be, reserved, allocated on a long-term basis, or otherwise set aside with respect to the permanent funding of the object or purpose described herein.

Section 12. This resolution, which takes effect immediately, shall be published in summary form in the official newspaper, together with a notice of the Town Clerk in substantially the form provided in Section 81.00 of the Local Finance Law.

DATED: April 24, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

The resolution was thereupon declared duly adopted.

* * * * * *

CERTIFICATION

STATE OF NEW YORK)
) ss.:
COUNTY OF SCHENECTADY)

I, the undersigned Clerk of the Town of Rotterdam, Schenectady County, New York (the "Issuer"), DO HEREBY CERTIFY:

1. That a meeting of the Issuer was duly called, held and conducted on the 8th day of May, 2024.
2. That such meeting was a regular meeting.
3. That attached hereto is a proceeding of the Issuer which was duly adopted at such meeting by the Board of the Issuer.
4. That such attachment constitutes a true and correct copy of the entirety of such proceeding as so adopted by said Board.
5. That all members of the Board of the Issuer had due notice of said meeting.
6. That said meeting was open to the general public in accordance with Section 103 of the Public Officers Law, commonly referred to as the "Open Meetings Law".
7. That notice of said meeting (the meeting at which the proceeding was adopted) was given PRIOR THERETO in the following manner:

PUBLICATION (here insert newspaper(s) and date(s) of publication)

POSTING (here insert place(s) and date(s) of posting)

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Issuer this _____ day of April, 2024.

_____
Town Clerk

(CORPORATE
SEAL)

LEGAL NOTICE OF ESTOPPEL

The bond resolution, a summary of which is published herewith, has been adopted on May 8, 2024, and the validity of the obligations authorized by such resolution may be hereafter contested only if such obligations were authorized for an object or purpose for which the Town of Rotterdam, Schenectady County, New York, is not authorized to expend money, or if the provisions of law which should have been complied with as of the date of publication of this notice were not substantially complied with, and an action, suit or proceeding contesting such validity is commenced within twenty days after the date of publication of this notice, or such obligations were authorized in violation of the provisions of the Constitution.

A complete copy of the resolution summarized herewith is available for public inspection during regular business hours at the Office of the Town Clerk for a period of twenty days from the date of publication of this Notice.

Dated: Rotterdam, New York,
May 8, 2024.

Diane M. Marco
Town Clerk

BOND RESOLUTION DATED MAY 8, 2024.

A RESOLUTION AUTHORIZING THE ISSUANCE OF $8,600,000 BONDS OF THE TOWN OF ROTTERDAM, SCHENECTADY COUNTY, NEW YORK, TO PAY THE COST OF THE JOINT INCREASE AND IMPROVEMENT OF THE FACILITIES OF WATER DISTRICT NO. 3 AND WATER DISTRICT NO. 4, EACH IN THE TOWN OF ROTTERDAM, SCHENECTADY COUNTY, NEW YORK.

Class of objects or purposes:	Joint increase and improvement of Water District No. 3 and Water District No. 4
Period of probable usefulness:	40 years
Maximum estimated cost:	$8,600,000
Amount of obligations to be issued:	$8,600,000 bonds

SEQRA status: Unlisted Action. Negative Declaration. SEQRA compliance materials on file in the office of the Town Clerk where they may be inspected during normal office hours by appointment.

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 212.24

MODIFICATION TO THE 2024 BUDGET

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Supervisor **COLLINS**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes a modification to the 2024 Budget to reflect the correct number of units in Sewer 2 & Extensions that was recorded as having 3650.69 units, and the correct number of units being 3981.05, which will effectively decrease the rate for the June voucher bill for Sewer 2 & Extensions, resulting in a new rate of three hundred eight four and 8826/100 ($384.8826) dollars.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County, NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 213.24

TO SCHEDULE A SPECIAL MEETING OF THE TOWN BOARD

THEREFORE, UPON MOTION OF Councilmember **MASTROIANNI,** seconded by Councilmember **GALLUCCI,**

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby schedules a special meeting of the Town Board of the Town of Rotterdam, to be held Thursday, May 16, 2024, at 7:00 p.m., at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306 for the purposes of discussing and considering possible action with respect to introducing Introductory Local Law __ of 2024; Solar Energy Facilities Law, repealing certain current solar law, and for any other purpose as may come before the Town Board.

SECTION 2. The Town Clerk of the Town of Rotterdam is hereby directed to transmit to the news media, to publish in the official newspaper of the Town of Rotterdam, to post on the Town website, to post on the Town Clerk signboard, and to provide written notice to each member of the Town Board not less than five (5) days prior to the date designated for the special meeting, the following notice of special meeting:

TOWN OF ROTTERDAM
NOTICE OF SPECIAL MEETING

PLEASE TAKE NOTICE: That the Town Board of the Town of Rotterdam will hold a special meeting at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306 at 7:00 p.m. on the 16th day of May, 2024 for the purposes of discussing and considering possible action with respect to introducing Introductory Local Law __ of 2024; Solar Energy Facilities Law, repealing certain current solar law, and for any other purpose as may come before the Town Board.

BY ORDER OF THE ROTTERDAM TOWN BOARD
DIANE M. MARCO, TOWN CLERK

DATED: May 8, 2024
Daily Gazette: Please publish once on or before May 10, 2024
Town Clerk
Post, Transmit to News Media, Provide Written Notice to Councilmembers

SECTION 3. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	**X**		
Mastroianni	**X**		
Gallucci	**X**		
Schlag	**X**		
Collins	**X**		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

TOWN OF ROTTERDAM
Office of the Town Clerk
Schenectady, County NY

At the regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the Rotterdam Junction Fire Department, 1215 Main Street, Rotterdam Junction, New York, 12150 on Wednesday, May 8, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 214.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH JOHNSON CONTROLS FOR FIRE SYSTEM MONITORING

THEREFORE, UPON MOTION OF Councilmember **DODSON**, seconded by Councilmember **MASTROIANNI**,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to negotiate and execute an Agreement with Johnson Controls, 1399 Visher Ferry Road, Clifton Park, NY 12065 in the amount of four hundred twenty-three dollar and 00/100 ($423.00) for monitoring fire system in Town Hall.

SECTION 2. This resolution shall become effective May 8, 2024.

DATED: May 8, 2024

NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on May 8, 2024, and that the foregoing resolution is a true and correct transcript of the original resolution and of the whole thereof and that said resolution is on file in the Town Clerk's office.

I DO FURTHER CERTIFY that each of the members of the Town Board had due notice of the said Town Board meeting.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Town of Rotterdam this May 10, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk

RESOLUTION NO. 221.24

TO ADOPT A NEGATIVE DECLARATION ON A CHANGE OF ZONE APPLICATION FROM SINGLE FAMILY RESIDENTIAL (R-1) AND RETAIL BUSINESS (B-1) TO GENERAL BUSINESS (B-2) LOCATED AT HIGHBRIDGE ROAD, MERCER STREET, AND SHERMAN STREET

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam herby adopts the Negative Declaration dated May 22, 2024, as prepared by the Senior Planner, for a Change of Zone request on ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with fueling islands located at Highbridge Road, Mercer Street, and Sherman Street and comprises 5 parcels of property known as Tax Map No. 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1.

SECTION 2. The Town Board hereby authorizes the Senior Planner to distribute all documents necessary to comply with 6 NYCRR Part 612.12 (State Environmental Quality Review).

SECTION 3. This resolution shall become effective May 22, 2024.

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 9, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo, Senior Planner
TITLE OF REQUEST:	Consideration for the adoption of a Negative Declaration for a Change of Zone from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2).
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Stewart's Shops Corporation (Contract Vendee) c/o Charles Marshall P.O. Box 435 Saratoga Springs, NY 12866 Change of Zone request on ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with up to four (4) fueling islands. Property is located at Highbridge Road, Mercer Street, and Sherman Street and comprises 5 parcels of property known as Tax Map No. 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1.
Evaluation/Analysis:	The proposal is a State Environmental Quality Review (SEQR) Unlisted Action. Town Board Declared Lead Agency on February 14, 2024.
Recommendation(s):	Town Board should consider adoption of a Negative Declaration under SEQR and authorize the Senior Planner to distribute all documents in accordance with SEQR.
Attachment/Document(s):	Full EAF Supporting Documents Draft Negative Declaration
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	6NYCRR Part 617 State Environmental Quality Review
LEGISLATION WILL BE PREPARED BY:	Supervisors Office

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Stewart's Shops Highbridge Road		
Project Location (describe, and attach a general location map): Highbridge Road bounded by Sherman St and Mercer Ave		
Brief Description of Proposed Action (include purpose or need): Stewart's proposed the rezoning of 5 parcels currently zoned B1 and a sliver residential on Highbridge Rd, Mercer Ave and Sherman St. Upon rezoning the parcels, Stewart's will seek Planning Board approvals for a new Stewart's Shop (convenience store) with self-service gasoline. Any structures on the property will be razed to enable the construction of new improvements.		
Name of Applicant/Sponsor: Stewart's Shops Corp.	Telephone: (518) 581-1201 ext 4435 E-Mail: cmarshall@stewartsshops.com	
Address: P.O. Box 435		
City/PO: Saratoga Springs`	State: NY	Zip Code: 12866
Project Contact (if not same as sponsor; give name and title/role): Charles Marshall	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Various entities of Valentine Family and Estates	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	Zone Change	January 2024
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Zone Change Recommendation and Site Plan upon Zone Change Approval	Estimated Submission Summer 2024
c. City, Town or Village Zoning Board of Appeals ☑Yes ☐No	Area Variances if Dictated by Site Plan	Estimated Submission Summer 2024
d. Other local agencies ☐Yes ☑No		
e. County agencies ☑Yes ☐No	Schenectady County Highway Permit Schenectady County DOH - Septic Permit	Estimated Submission Summer 2024
f. Regional agencies ☐Yes ☑No		
g. State agencies ☑Yes ☐No	NYSDEC Stormwater Pollution Prevent Plan	Estimated Submission Summer 2024
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑Yes ☐No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑Yes ☐No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☑No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

NYS Heritage Areas:Mohawk Valley Heritage Corridor

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Business 1 and One Family Residential

b. Is the use permitted or allowed by a special or conditional use permit? Upon zone change ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? General Business - B2

C.4. Existing community services.

a. In what school district is the project site located? Mohonasen

b. What police or other public protection forces serve the project site?
Rotterdam Police

c. Which fire protection and emergency medical services serve the project site?
Fire District #3

d. What parks serve the project site?
Boxwood Park

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Commercial

b. a. Total acreage of the site of the proposed action? 2.23 acres
b. Total acreage to be physically disturbed? 1.86 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 2.23 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: _____ months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? ☐ Yes ☑ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑ Yes ☐ No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 24' height; 53' width; and 75' length

iii. Approximate extent of building space to be heated or cooled: 3,975 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☑ Yes ☐ No

If Yes,

i. Purpose of the impoundment: Subsurface storage of stormwater for onsite handling

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☑ Other specify: Stormwater

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

There will not be a dam or impoundment and instead constructed plastic structures installed

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐ Yes ☑ No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☐ No
If yes, describe. _____

v. What is the total area to be dredged or excavated? _____acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: 1,100 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑ Yes ☐ No

If Yes:

- Name of district or service area: Town of Rotterdam
- Does the existing public water supply have capacity to serve the proposal? ☑ Yes ☐ No
- Is the project site in the existing district? ☑ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☑ No
- Do existing lines serve the project site? ☑ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☑ No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: 800 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐ Yes ☑ No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☑No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

Private, onsite septic

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 0.9 acres (impervious surface)

_____ Square feet or 1.86 acres (parcel size)

ii. Describe types of new point sources. Additional asphalt paving, concrete and roof drains will be installed in comparison to existing site conditions which do not have any control mechanisms

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Stormwater will be directed through catch basins and internal piping. Design will be contingent on soil sampling which is yet to be conducted. Proposed design will incorporate NYSDEC standards and requirements.

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☑Yes ☐No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☑No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☑ Morning ☑ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

A traffic study was previously submitted and does not indicate a Level of Service Change for Highbridge Rd, Mercer or Sherman; only Peter Rd

iii. Parking spaces: Existing 0 Proposed 30 Net increase/decrease 30

iv. Does the proposed action include any shared use parking? ☐Yes ☑No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☑No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☑No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☑Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

18.5 kWh/month

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

Grid

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 7AM-6PM
- Saturday: 7AM-6PM
- Sunday: 7AM-6PM
- Holidays: NA

ii. During Operations:

- Monday - Friday: 5AM-11PM
- Saturday: 5AM-11PM
- Sunday: 5AM-11PM
- Holidays: 5AM-11PM

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

During construction, the movement of construction equipment will exceed ambient noise. Operation is not intended to exceed ambient noise.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☑ Yes ☐ No

Describe: Minimized tree clearing will remove some barriers

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Building soffit lights that are flush mounted, pole mounted yard lights and canopy mounted lighting will all be placed. 3,000 kelvin will be the temperature and all fixtures downlit and certain back shielded

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☐ No

Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☑ Yes ☐ No

If Yes:

i. Product(s) to be stored Gasoline and Diesel

ii. Volume(s) 25,000 gal/d per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities:

Double wall fiberglass tank that exceed NYSDEC standards

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

Pesticide treatment by certified applicator

ii. Will the proposed action use Integrated Pest Management Practices? ☑ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: ~25 tons per once (unit of time)
- Operation : 1 tons per year (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Clean filled separated from debris. Debris hauled to solid waste facility
- Operation: Cardboard and bottle returns are brought back to manufacturing plant and solid waste hauled through trash company

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction:
- Operation: Cardboard and bottle returns are brought back to manufacturing plant and solid waste hauled through trash company

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

_____

_____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

_____

_____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

_____

_____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

_____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

_____

_____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☑ Commercial ☑ Residential (suburban) ☐ Rural (non-farm)

☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

_____

_____

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.65	0.94	+0.25
• Forested	0.91	0.31	-0.61
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0.67	0.98	+0.31
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: _____ _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

_____

_____

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☑ Yes – Spills Incidents database — Provide DEC ID number(s): 1304078, others of concern via memo

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures:_____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

_____

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? To be determined feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site:

CoA (Colonie Loamy Fine Sand)	100 %
	%
	%

d. What is the average depth to the water table on the project site? Average: >6 feet

e. Drainage status of project site soils:

☑	Well Drained:	100 % of site
☐	Moderately Well Drained:	_____% of site
☐	Poorly Drained	_____% of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	_____% of site
☐	15% or greater:	_____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑ Yes ☐ No

If Yes:

i. Name of aquifer: Principal Aquifer, Sole Source Aquifer Names:Schenectady-Niskayuna SSA

m. Identify the predominant wildlife species that occupy or use the project site: grey squirrel

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No

If Yes:
i. Species and listing (endangered or threatened): _____

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site? _____
ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name: _____
ii. Basis for designation: _____
iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☑ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based:

_____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☑ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

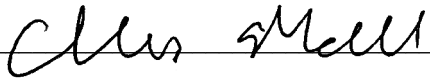
Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Stewart's Shops Corp. Date May 1, 2024

Signature  Title Director of Real Estate

PRINT FORM

EAF Mapper Summary Report

Friday, April 26, 2024 10:21 AM

Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas:Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer, Sole Source Aquifer Names:Schenectady-Niskayuna SSA
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land
Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If "Yes", answer questions a - j. If "No", move on to Section 2.

☐ NO ☑ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☑	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☑	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☑	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☑	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☐ NO ☑ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☑	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☑	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☑	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☑	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☑	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☑	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☑	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☑ NO ☐ YES
(See Part 1. D.2.f., D.2.h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources
The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
If "Yes", answer questions a - g. If "No", go to Section 10.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	☐ ☐	☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	☐ ☐	☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources
The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
If "Yes", answer questions a - e. If "No", go to Section 11.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____ _____		☐	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation
The proposed action may result in a change to existing transportation systems. ☐ NO ☑ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☑	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☑	☐
c. The proposed action will degrade existing transit access.	D2j	☑	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☑	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☑	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy
The proposed action may cause an increase in the use of any form of energy. ☐ NO ☑ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☑	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☑	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☑	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☑	☐
e. Other Impacts: _____ _____		☑	☐

15. Impact on Noise, Odor, and Light
The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☑ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☑	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☑	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☐ NO ☑ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☑	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☑	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☑	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☑	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☑	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☑	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☑	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☑	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☑	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☑	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☑	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☑	☐
m. Other impacts: _____ _____		☐	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☑ NO ☐ YES

(See Part 1. C.1, C.2. and C.3.)

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☑ NO ☐ YES

(See Part 1. C.2, C.3, D.2, E.3)

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☐ Type 1 ☑ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action:	Change of Zone ±1.86 acres from R-1 and B-1 to B-2 to build ±3,975 square foot Stewart's Convenience Store with fueling islands
Name of Lead Agency:	Town Board of the Town of Rotterdam
Name of Responsible Officer in Lead Agency:	Mollie Collins
Title of Responsible Officer:	Town Supervisor
Signature of Responsible Officer in Lead Agency:	Date:
Signature of Preparer (if different from Responsible Officer) Peter Comenzo	Date: May 22, 2024

For Further Information:

Contact Person: Peter Comenzo - Senior Planner

Address: 1100 Sunrise Blvd., Schenectady, NY 12306

Telephone Number: 518-355-7575 x-338

E-mail: pcomenzo@rotterdamny.org

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

6NYCRR PART 617
State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Date: May 22, 2024

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

SEQRA Status:	Type I	( )
	Type II	( )
	Unlisted	(X)
Conditioned Negative Declaration:	Yes	( )
	No	(X)

Contract Vendee: Stewart's Shops Corporation (Contract Vendee)
c/o Charles Marshall
P.O. Box 435
Saratoga Springs, NY 12866

Owner: Valentine Family Estate c/o Michael Mullaney, Esq.
43 British America Boulevard
Latham, NY 12110

Tax Map Number(s): 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1.

Project Location: Highbridge Road, Mercer Street, and Sherman Street (Five (5) parcels of property)

Action: Change of Zone request on ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with up to four (4) fueling islands.

DRAFT

Reasons Supporting This Determination:
(See 617.7(a)-(c) for requirements of this determination)

This project is an Unlisted Action and the Town conducted a SEQR coordinated review. The applicant has supplied a Full Environmental Assessment Form and the Town Board has or has caused to complete Part 2 and Part 3 of this checklist. The Town of Rotterdam has retained the services of a Town Designated Engineer (TDE) to assist in the review of this project. The SEQR Review with the Town Board as lead agency is intended to evaluate the effects of this action and the development of this property as it relates to uses in a General Business (B-2) zone. A separate application will need to be submitted to begin the Site Plan Review process; however, the Town Board has determined that this SEQR review meets the requirements of any subsequent anticipated Site Plan/Special Use Permit Application submission to the Town.

The Change of Zone request concerns ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with up to four (4) fueling islands.

The applicant received a positive report and recommendation from the Planning Commission on the Change of Zone request on February 6, 2024.

The applicant has prepared or supplied the following documents in support of the Change of Zone Request.
Contamination Memo dated March 21, 2024
EAF Long Form dated April 26, 2024
SHPO Letter of No Effect dated April, 25 2024
Zone Change Application dated January 10, 2024
Town Board Memo dated March 25, 2024
Preliminary Site Plans dated January 2, 2024
Traffic Assessment by Creighton Manning dated March 27, 2024

The Rotterdam Town Board declared lead agency on February 14, 2024 and conducted a Coordinated SEQR review on this Unlisted Action with all involved and interested agencies which includes the following 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
Rotterdam Highway Department
Rotterdam Police Department
Metroplex Development Authority
Fire District #3
Mohonasen Central School District

Any of the agency comments/concerns have been addressed and the applicant has completed and updated a Long EAF pursuant to SEQR.

The Change of Zone request concerns a total of ±1.86 acres consisting of five (5) separate parcels located on the corner of Highbridge Road, Mercer Street, and Sherman Street: 106 Sherman Street is currently vacant, 102 Sherman Street surrounds Tax Parcel 59.16-2-9.2 which previously operated as a gas station/auto repair facility that has not been in operation for several years, 1100 Highbridge Road contains a dilapidated structure that was previously utilized as a convenience store and deli, and 101 Mercer Avenue which is currently a two-family residence. The Applicant seeks the change of zone to facilitate the construction of a new Stewart's Shop (convenience store) with fuel pumps. The

property was previously developed with a motor vehicle fueling station and convenience store on separate properties. Over the last 40 years or so, modernization of these types of uses have evolved and the combining of these two uses into one building site is standard. The Town Zoning Code was amended to recognize this and updates to the Town Code in regards to Convenience Stores was amended on April 11, 2001 by the Town Board.

The conceptual site plan and potential environmental effects of the proposed Change of Zone were discussed at regularly scheduled Planning Commission meeting on February 6, 2024 and a unanimous positive referral to the Town Board was prepared. The project was also the subject of public hearings conducted at the February 28, 2024 and April 10, 2024 Town Board Meetings. Based on the submitted materials, public comment, and input from the Planning Commission, and Town Board, the Town completed or caused to be completed Part 2 of the Long Environmental Assessment Form and a Draft Negative Declaration dated May 22, 2024 was circulated for review and use by the Town Board in making this determination.

The evaluation indicates rezoning this property to General Business (B-2) will not result in significant environmental impacts. Any future project proposed for this site must meet the requirements of the General Business (B-2) zone, as well as all other existing regulatory requirements at the Town, State, or Federal level; thereby adequately mitigating or avoiding significant environmental impacts.

Evaluation of Potential Impacts:
The following addresses potential impacts that were identified during the review process of the above listed materials as well as input from the public for this project.

Growth and Community Character

There is vacant land as well as dilapidated commercial and residential structures located on these properties. The Change of Zone from B-1 and a small portion of R-1 into a B-2 zone and consolidation of the parcels that are already zoned commercially will create a desirable change to the immediate vicinity of this property and allow for development to occur that can incorporate better access management, drainage, lighting, and landscaping than what currently exists at this location. In addition, as part of any project action on site, the applicants will be subject to mitigation measures as deemed necessary by the Planning Commission. These may include, but are not limited to, required installation and maintenance of landscaping buffers, privacy fencing, as well as construction of new sidewalks, crosswalks, and other pedestrian accommodations at this heavily traveled intersection.

Wetlands
No wetlands are located on the subject parcels.

As a result, there will be no impact to ACOE or NYS DEC wetlands from the rezoning.

Stormwater and Wastewater
If the property is redeveloped commercially at a future date, a Stormwater Pollution Prevention Plan (SWPPP) will be developed as part of a project action presented to the Planning Commission. All post-development stormwater generated by these properties will be addressed by on-site stormwater management practices in full compliance with NYS DEC and MS4 guidelines and requirements. The USDA Soil Maps associated with this property indicates that it will allow for effective percolation for both stormwater retention and the development of on-site wastewater treatment. Preliminary testing at this site has indicated there is sufficient space available to construct on-site stormwater facilities that meet or exceed all NYSDEC and/or Health Department requirements.

Rezoning this property will not result in impacts to stormwater or wastewater. The specific project will be required to meet all Town regulations for sedimentation and erosion control. The redevelopment and consolidation of this

site may result in a decrease in the potential use of on-site sanitary sewer with the demolition of the vacant commercial building and single-family residence.

Noise/Visual

The Applicant has proposed as part of development of any future project on these properties will contain a buffer area. This buffer area will provide both visual screening and noise buffering for adjacent residential uses. Additional mitigation measures may be required by the Planning Commission during site plan review depending on the size, scale and type of development that is proposed. This mitigation may include adjusting the siting of buildings, location of access driveways and parking areas, the location and orientation of site lighting and accessory facilities to limit and screen the project from adjacent residential properties. As part of the Site Plan review process the Planning Commission requires that all lighting be shielded or placed in such a manner as to prevent off-site illumination.

Any noise that may be associated with a project action on this property, if it is developed in the future, is unlikely to be out of character with existing background noise from activity on Highbridge Road and nearby I-890. Nonetheless, buffering will be required as part of the site plan review and additional mitigation measures may be required by the Planning Commission during site plan review depending on the size, scale and type of development that is proposed.

The rezoning will not result in noise or visual impacts. Any proposed project will be required to develop mitigation measures to limit noise and visual impacts to nearby residential properties.

Transportation

Redevelopment of this site for a convenience store with associated gas station does not require a majority of the additional 105 Sherman Street property involved in this non-project Change of Zone action. This property is being obtained to allow for better site configuration and to potentially use for on-site sanitary waste disposal and will allow the Planning Commission to develop better site configuration options. At the request of the Town Board, the applicant has provided a Traffic Assessment by Creighton Manning dated March 27, 2024. This assessment has been reviewed by the Town. The Town of Rotterdam has retained the services of a Town Designated Engineer (TDE) to review all transportation elements of this project and will assist the Town to develop strategies to mitigate any transportation impacts during the site plan review and approval process. Review and comment by the TDE was conducted as part of the environment review.

The rezoning will not result in adverse transportation impacts. Any proposed project will be required to develop mitigation measures both on and off site to address both pedestrian and vehicular transportation impacts.

Utilities

Water, sewer, gas, electric, fiber optic and telephone utility infrastructure capable of servicing the proposed development exist along Highbridge Road. Water mains exist in the area. It is understood that there should be sufficient supply and capacity for the rezoning of these properties to B-2.

The Applicant intends to demolish the two existing commercial structures, a residential house, and ancillary buildings and redevelop the site to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with up to four (4) fueling islands on a combined 1.86-acre parcel. The Town Board has also reviewed the potential development thresholds of this non-project action on the property for all potential uses of this property under the General Business Zoning Classification. Any use other than the use of these properties for single family residential will require submittal to the Rotterdam Planning Commission for site plan approval and subsequent SEQR threshold analysis for any project action.

This rezoning will not result in any impacts to utilities and all coordination and expenses related to on-site utility infrastructure improvements will be handled by the project sponsor.

After a review of the applicable modifications, Environmental Assessment Form, and comments received on this proposal, the Town Board of the Town of Rotterdam has determined that this proposal will not have a significant adverse impact on the environment.

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

(i) a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems;
(ii) the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources;
(iii) the impairment of the environmental characteristics of a Critical Environmental Area.
(iv) the creation of a material conflict with a community's current plans or goals as officially approved or adopted;
(v) the impairment of the character or quality of important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character;
(vi) a major change in the use of either the quantity or type of energy;
(vii) the creation of a hazard to human health;
(viii) a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;
(ix) the encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action;
(x) the creation of a material demand for other actions that would result in one of the above consequences;
(xi) changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment; or
(xii) two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in this subdivision.

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

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

At a regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, NY on the 22nd day of May, 2024 hereby adopted this NEGATIVE DECLARATION pursuant to 6NYCRR PART 617, State Environmental Quality Review.

_____

Mollie A. Collins
Town Supervisor

For further information contact:

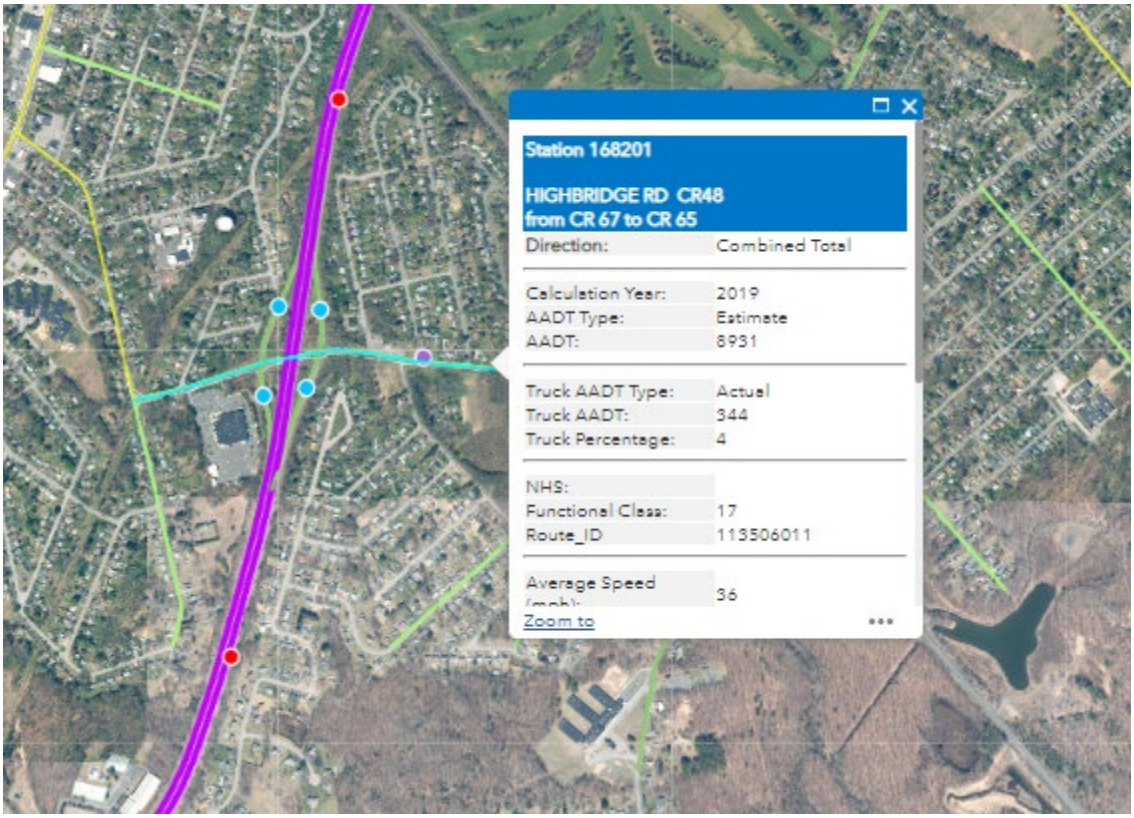
Peter J. Comenzo
Town of Rotterdam Senior Planner
John F. Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam, New York 12306
(518) 355-7575 x-338
pcomenzo@rotterdamny.org

From:	Charles Marshall
To:	Mollie Collins; Charles Jack Dodson; Joseph Mastroianni; Teri Gallucci; Ronald Schlag
Cc:	Peter Comenzo
Subject:	Highbridge Rd and 890 Traffic
Date:	Wednesday, February 28, 2024 9:37:15 PM
Attachments:	image001.png image002.png

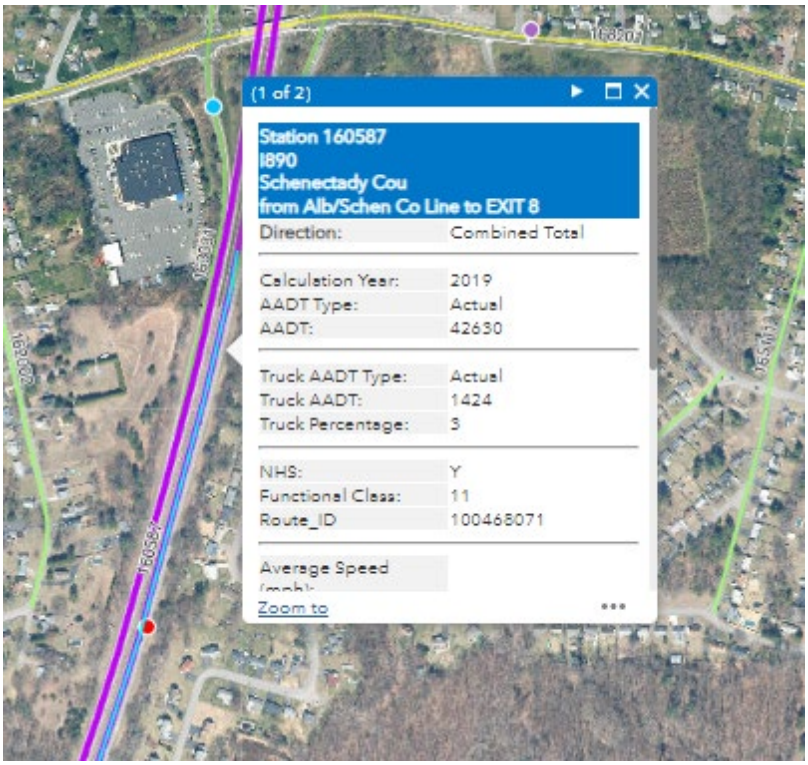
Supervisor Collins and Members of the Town Board,

At tonight's Town Board there was question about the existing traffic on Highbridge Rd, and 890 and I didn't have specific answers. Pasted below are the counts from NYSDOT AADT.

The daily traffic on Highbridge Road is 8,931 for combined directions on Highbridge Road.



There was also discussion on 890 traffic and the daily traffic is 42,630 which represents combined counts for both directions.



We'll formally submit everything as discussed going forward but this was left uncertain, Chuck

Chuck Marshall
Land Development/Permitting
Licensed Real Estate Broker
Stewart's Shops Corp.
(518) 269-0664 – cell
(518) 581-1201 ext 4435 - office

March 21, 2024

INTERNAL MEMORANDUM

Mr Chuck Marshall, Real Estate

RE: Highbridge Road, Former Mobil station
PBS Facility 4-121800

Chuck,
According to public record and research into site use history, this facility has been involved in the storage and dispensing of petroleum fuels for decades. Your group should be prepared for the presence of contamination, possibly of a significant nature. Site use as a former Mobil station appears to go back to at least the early 1970's following construction of the adjacent expressway.

A total of 11 petroleum tanks are associated with this property. The first generation of tanks here has an install date of 1972, which is over a decade prior to the issuance of the state's underground storage tank rules. As such, tank and piping construction and installation standards were not in place at that time, nor were testing or maintenance guidelines. The 1972 tanks here were single-walled (no secondary containment for leaks), had no corrosion protection, no leak detection, no spill prevention and no overfill protection. These facts along with the prevailing attitudes toward spills and underground releases at the time should serve as ample harbingers for the likely presence of underground contamination here.

The second generation of tanks were installed in 1986, which is right at the inception of the state's underground storage tank regulation program. These tanks were also steel and did have more modern spill/overfill and release prevention and detection measures but the industry's capabilities in these areas were in their infancy. Releases from storage tank systems of this age were common, particularly from piping, vents, fill ports and dispensing systems. Primary emphasis for leak detection and prevention was placed on the tanks at that time, so many of these accessory components were largely ignored (and thus accounted for an outsized portion of underground releases in the 80's and 90's).

The products stored on site included gasoline, fuel oil and used motor oil. Due to the apparent presence of an automotive repair facility on site, it should be assumed that lubricating oils were stored and employed on site along with degreasers, solvents, and other compounds of concern. Facilities of this age often employed floor drains tied to underground drywells, which served as direct injection points for waste chemicals, solvents, petroleum distillates and shop floor rinsate.

A review of spills and releases reported to the State of New York revealed at least 5 recorded incidents at this facility. Not surprisingly, 3 of these were in the mid 1980's when the original 1972

tanks would have been decommissioned. Two of the 3 spills were due to tank test failures, indicating that the 1972-generation tanks failed to meet tightness standards. These test failures mean the tank systems either were actively or were capable of leaking fuels into the environment. Coupled with the State's nascent Spills and Bulk Storage programs and related standards, any soil cleanup performed at that time prior to installation of replacement tanks would have been minimal and inadequate compared to today's standards.

Two of the reported spills noted were related to significant waste oil spills, one of which remained active under DEC's supervision for six years. A gasoline spill reported in 2007 remained active for 4 years. Typically spills that remain open for more than six to 12 months signal a lengthier cleanup or monitoring regimen due to the significance of the spill and/or the heightened risk to sensitive receptors nearby.

The aforementioned facts about the property should serve to notify your group of the likely presence of contamination on site, which could be extensive. This will have obvious effects on the cost and timetable for redevelopment here. Decades of storage and use of petroleum on site along with automotive repair activities at a time when regulations were non-existent or still budding tend to amplify the concern.

Should your group proceed with the transaction, we do have the capability in-house to delineate and define the contamination as well as design a method of cleanup to bring the property back toward pre-release conditions. Our partnerships with NYSDEC and various spill cleanup contractors and disposal facilities will ensure a thorough restoration of the property prior to redevelopment and the complete modernization of the Facility.

The safety, tightness, cleanliness, and well-maintained nature of our 24/7 electronically-monitored underground storage tank systems is all outlined for you in a separate memo should you need it for reference. Following cleanup of the property, our number one priority would the prevention of any future spill.

If you have any questions, please don't hesitate to call me at (518) 581-1201 ext 4259.

Sincerely,
Stewart's Shops Corp.

Timothy C. Johncox, P.G.
Environmental Compliance & Remediation

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner Pro Tempore

April 25, 2024

Charles Marshall
Stewarts Shops
P.O Box 435
Saratoga Springs, NY 12866

Re: DEC
Stewart's Shops Convenience Store & Gas Station - Highbridge Road
1098 Highbridge Rd, town of Rotterdam, Schenectady Conty, NY 12303
24PR02635

Dear Charles Marshall:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above. If you have any questions, please contact Anthony Opalka at the following email address:

Anthony.Opalka@parks.ny.gov

Sincerely,

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

Petroleum Storage Equipment – Design, Installation & Maintenance

As a family- and employee-owned business that owns its real estate, Stewart's puts a tremendous investment into our high standards for petroleum storage equipment and its maintenance. We live in the communities we serve, and keep a steady focus on compliance excellence to protect the environment and our drinking water sources.

All of our newly installed gasoline facilities meet and/or well exceed all relevant codes and regulations including NYS DEC codes 6NYCRR part 613, NFPA (National Fire Protection Association) codes, and the New York State Uniform Fire Prevention and Building Code. We are proud to lead the industry in New York State for petroleum storage compliance.

Tanks:

To protect our shared natural resources, our new systems utilize the latest in double-walled Fiberglass-Reinforced Plastic (FRP) tank design, system-wide secondary containment, 24/7 electronic monitoring, leak detection, overfill protection, spill prevention, and remote alarm reporting. We have not experienced a release to the environment from similar FRP systems in the 16 years we've been installing them.

Our FRP tanks by their very nature are corrosion-proof, and thereby do not experience degradation from contact with soil or groundwater. This ensures a long-lasting tank with walls that retain their structure and tightness for decades. Our tanks are also double-walled, or in other words are constructed as a "tank within a tank", with an interstitial space that is brine-filled and monitored electronically for any change 24 hours a day, 7 days a week. In the rare event of a leak in either the inner (primary) or outer (secondary) wall, the change in brine level will instantly alert us of an issue. Any alarms triggered by our system are visible and audible at the shop, and are also visible at our headquarters via web console and email/mobile phone for the fastest possible response. And the double-walled construction ensures that the product stored never reaches the environment, allowing time to empty the vessel and make a lasting, quality repair.

The FRP tanks deliver stored fuel via submersible turbine pumps (STPs) to our dispensers under pressure. The STPs and ancillary tank-top equipment are enclosed within secondary containment sumps sealed to the top of the tanks. If a leak were to occur in this equipment, it would be fully contained by the sump and would not reach the environment. All STP sumps are monitored 24/7 by liquid sensors, which instantly trigger an alarm at the shop and our headquarters as above in the presence of liquid (even water).

Our FRP tanks are also specially equipped to prevent overfilling during a fuel delivery via an automatic shut-off mechanism which stops the flow of fuel into the tank when it reaches 95% capacity (but does allow the deliverer to safely empty the delivery hose into the tank before disconnecting). A 15-gallon spill bucket surrounds the fill port so that, in the event of a mishap during hose handling, any spilled fuel is immediately contained and will not reach the environment. Venting of the tanks includes Stage I Vapor Recovery, which returns any gasoline vapors from our tanks to the truck during delivery to prevent the unwanted release of petroleum vapors to the air.

Piping:

Flexible double-walled piping is used on all of our underground systems. The flexible design not only avoids the stress failures that befall rigid piping, but also gives the piping layout a seamless design from the tanks all the way to the dispensers. Fewer fittings means fewer opportunities for a leak. The interstitial space between the two piping walls is monitored electronically 24/7 and would allow a leak to drain safely back to the tank sump without ever reaching the environment. The piping is also installed in a 4" diameter conduit, giving a de-facto

triple containment construction and providing greater physical protection to the outer wall. The pressurized inner wall which carries the petroleum to the dispensers is also monitored 24/7 by an electronic line leak detector, which in the event of a pressure loss not only triggers alarms at the shop and our headquarters, but also shuts down the flow of fuel from the associated tanks to stop product loss.

Dispensers:
Our dispensers also contain spill prevention designs. Beneath every dispenser is a secondary containment sump which catches and contains any leaks or drips that might occur inside the dispenser cabinet, thus preventing the release of petroleum to the environment. Liquid within this sump is allowed to communicate through the interstitial space of the piping back to the tank's STP sump, there triggering the liquid sensor alarm at the shop and our headquarters for a rapid response and repair.

Breakaway fittings are installed on the dispenser hoses which allow all hoses to safely release from the dispenser and stop the flow of fuel in the event of a drive-off where the nozzle is still in a customer's tank. Nozzles are all equipped with an automatic shutoff feature to alert the customer that their tank is almost full, thereby reducing the likelihood of an overfill. Shear (or "impact") valves are installed in piping beneath the dispensers and are designed to break or shear at a controlled point in the event of a car-dispenser accident, automatically shut off the flow of fuel from the tanks, and prevent backflow from within the affected dispenser.

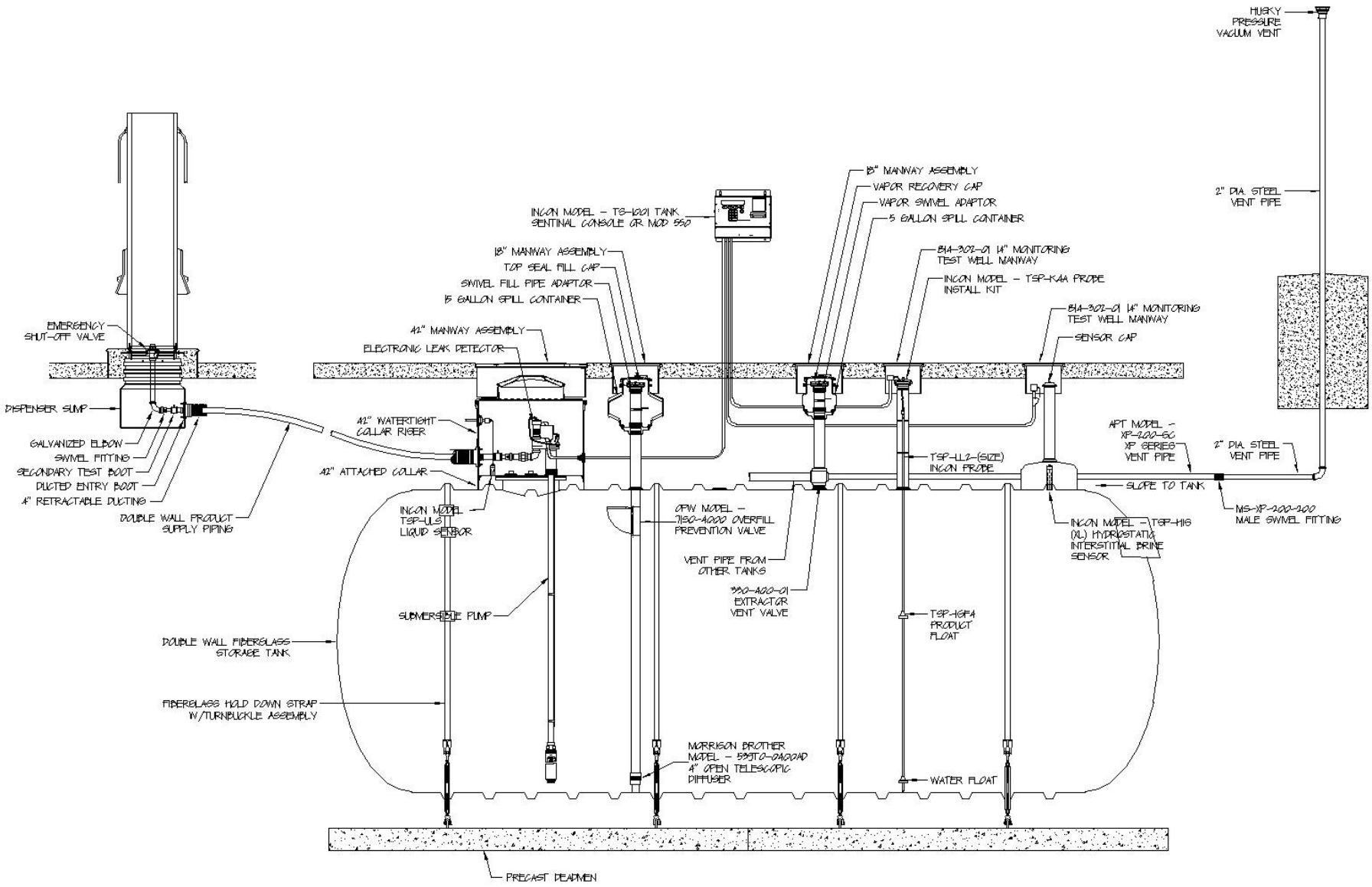
Electronic Safeguards:
Besides the line leak detectors, sump liquid sensors, and interstitial liquid sensors mentioned above, our system operation is monitored continuously by an automatic tank gauge (ATG) which acts as the "brain". It receives and relays input 24/7 from the various sensors and probes, monitors inventory levels, measures deliveries, senses for water, and alerts Stewart's of any unusual operating conditions or alarms. Our systems are also equipped with one-touch "E-Stop" buttons that allow a user to instantly stop the flow of fuel and disconnect all power and communication circuits to the dispensers in the event of an emergency.

Maintenance, Training & Inspection:
Once a facility is in operation, multiple measures are taken to maintain a safe facility. Our procedures include constant automatic gauging of fuel storage tanks to reconcile inventory daily. We know every day if our physical inventory of fuel matches what our records show we should have, and any deviations are vigorously investigated. Fuel dispensers are calibrated regularly, and the Department of Weights and Measures checks the calibration of the pumps on a routine basis. This ensures that an accurate inventory reconciliation is possible.

Although we are years ahead of the EPA deadline for performing this, Stewart's is currently inspecting and hydrostatically testing its secondary containment and overfill protection equipment to prove functionality in the unlikely event of a primary containment failure. Tank top sumps, under-dispenser sumps and fill port spill buckets are carefully inspected and then filled with water for a set time period to prove tightness. Overfill protection devices such as automatic shut-off are pulled, inspected, and their shutoff functionality is confirmed. This is all repeated every 3 years.

We provide initial and continuous Class C Operator training to our shop personnel and maintenance employees in order to equip them to properly operate a petroleum bulk storage facility with emphasis on protection of human health and the environment. Employees are trained to stop, contain, clean, and report all surface spills to a Corporate Spill Responder and involve emergency responders as needed. All shops stock spill clean-up materials. This training program will become mandatory in late 2016, however Stewart's Shops Corp. has been training this way since 2003. We also fully inspect our systems and inventory records on a monthly basis and then audit those inspections annually. Our inspections go far beyond the NYSDEC inspection scope, which occurs every 3 years. Abbreviated monthly inspections will be required by NYS after this year, but Stewart's has been conducting thorough monthly inspections for the past 13 years.

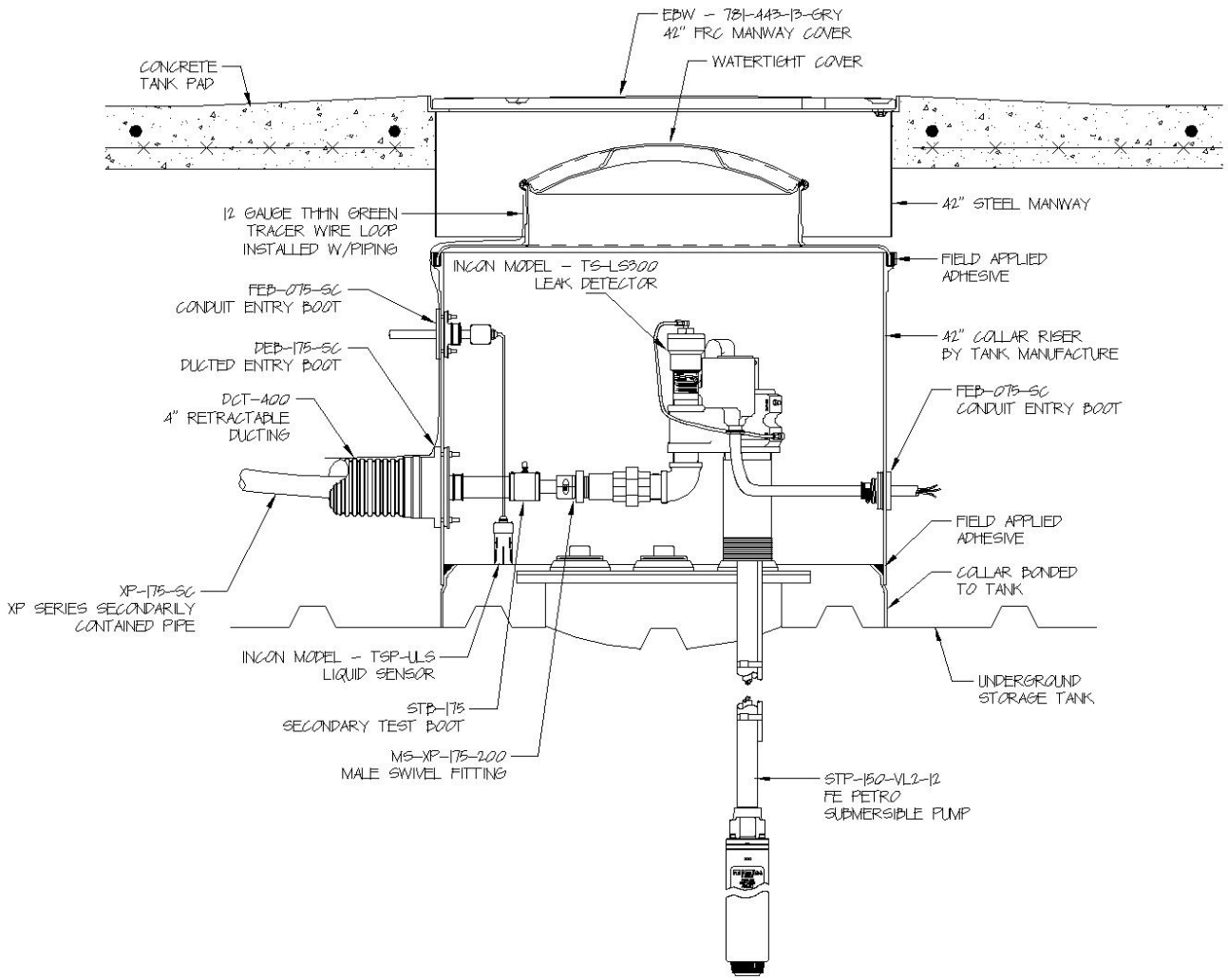
We simply cannot overstate our commitment to operate safe, compliant, well-maintained underground storage tank systems for the protection of our neighborhoods and local environment.



5
G-2

TYPICAL ILLUSTRATIVE APPLICATION DETAIL

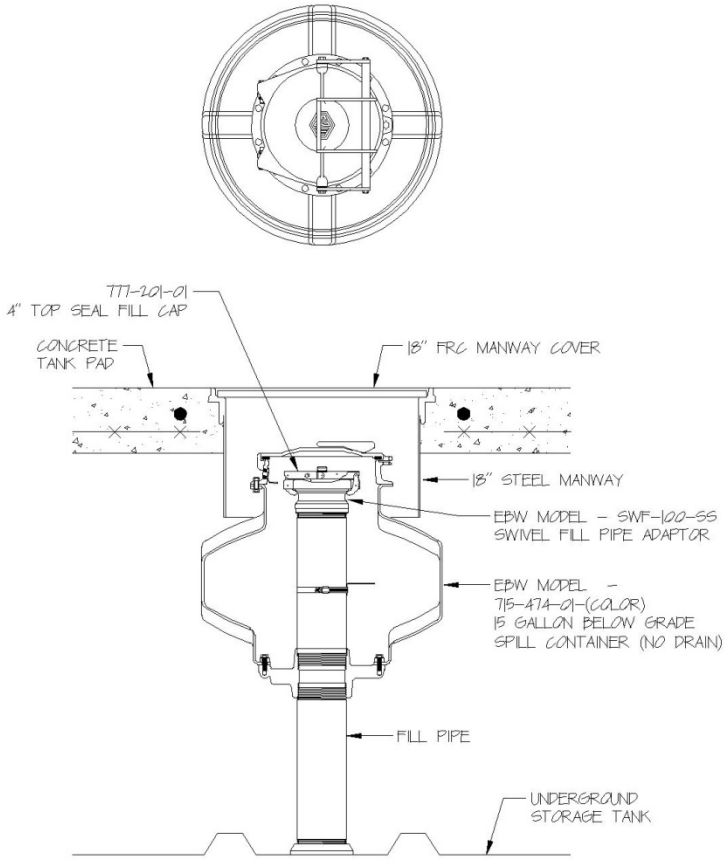
SCALE: 3/8"=1'-0"
CROSS REFERENCE: NONE



3
G-2

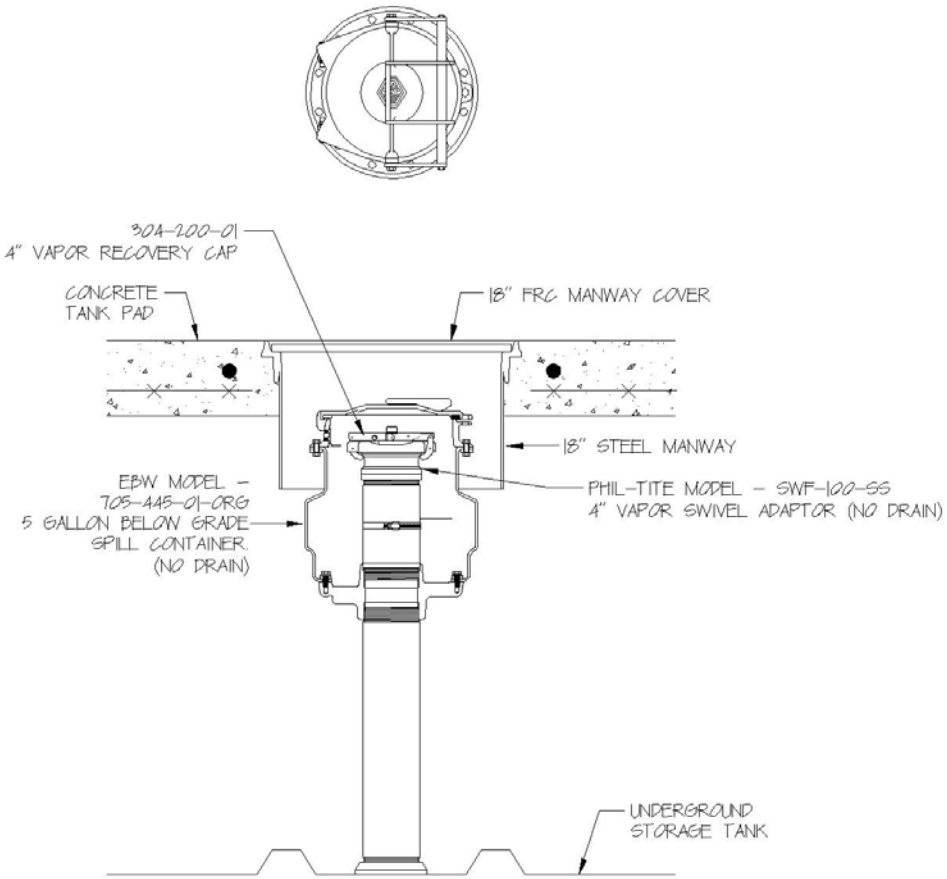
SUBMERSIBLE PUMP / MANHOLE DETAIL

SCALE: 1"=1'-0"
CROSS REFERENCE: NONE



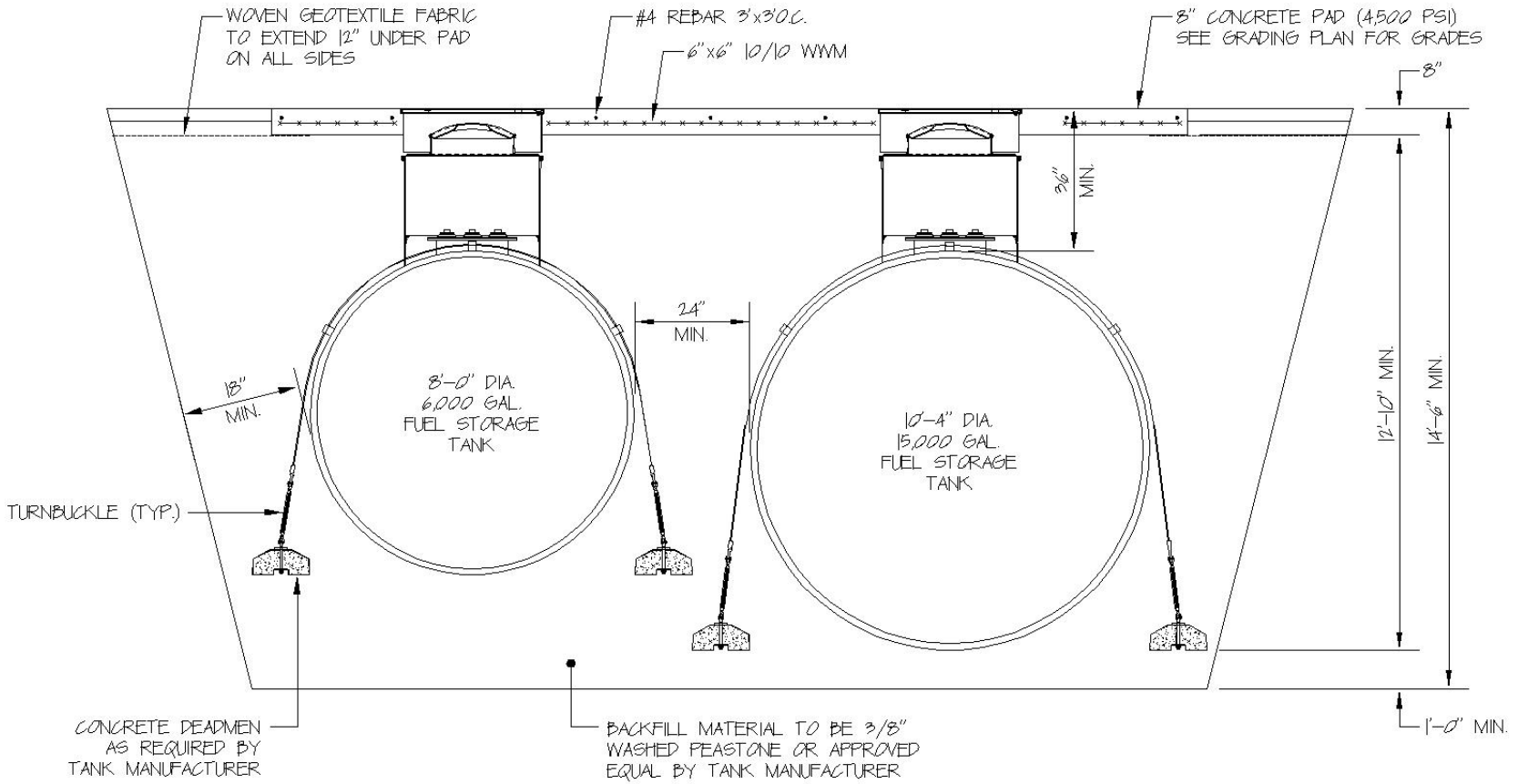
4 / G-2 TANK FILL DETAIL

SCALE: 1"=1'-0"
CROSS REFERENCE: NONE



6 / G-2 VAPOR RECOVERY DETAIL

SCALE: 1"=1'-0"
CROSS REFERENCE: NONE



4
G-1

TANK CROSS-SECTION DETAIL

SCALE: 1/4"=1'-0"
CROSS REFERENCE: NONE

March 27, 2024

Mr. Chuck Marshall
Stewart's Shops Corp.
PO Box 435
Saratoga Springs, NY 12866

RE: Traffic Assessment, Stewart's Shop, Highbridge Road, Town of Rotterdam, Schenectady County, New York; CM Project 124-017

Dear Mr. Marshall:

Creighton Manning Engineering, LLP (CM) has conducted a traffic assessment for the proposed construction of a *Stewart's Shop* located at 1100 Highbridge Road in the Town of Rotterdam. This assessment is based on information provided in the "Proposed Site Plan" prepared by *Stewart's Shops*, dated January 1, 2024 (see Attachment A).

1.0 Project Description

The proposed project includes the construction of a 3,975 square foot (SF) *Stewart's Shop* convenience market with eight fueling positions (four gas pumps) on the north side of Highbridge Road. The project will replace the vacant *Napa Auto Parts* store and the vacant *Homeplate Pizza and Deli* land use currently located on the property. Access to the site is provided via an existing, full-access driveway on the east side of Sherman Street approximately 90-feet north of Highbridge Road, and one existing, full-access driveway on the north side of Highbridge Road approximately 205-feet east of Sherman Street opposite Peter Road. It is noted that two additional existing driveways located on Highbridge Road will be eliminated as part of the project which is consistent with access management principles. It is anticipated that the proposed development will be fully built and occupied by the end of 2024. The project location is shown on Figure 1.

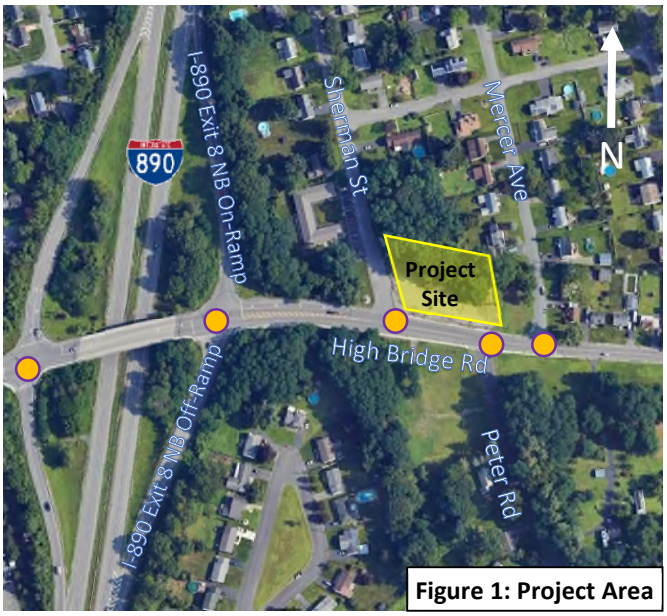


Figure 1: Project Area

2.0 Existing Conditions

Roadway Serving the Site

Highbridge Road is classified as an urban major collector that travels in an east-west direction from W. Campbell Road at its western limits to Kings Road at its eastern limits. Highbridge Road generally provides an 11-foot wide travel lane in each direction near the project site, however directly adjacent to the site, the westbound lane flares wider to 18-feet to accommodate a right-turn lane onto the I-890 Exit 8 WB On-Ramp. There are 3 to 11-foot wide paved shoulders on either side of the road near to the project site and there is a 5-foot wide sidewalk on the south side of Highbridge Road that extends through the project area.

It is noted that there is a sidewalk on the north side of Highbridge Road east of the site, beginning on the east side of Mercer Avenue extending east. The posted speed limit adjacent to the project site is 30-mph, and land uses along the roadway generally consist of residential and commercial uses.

Sherman Street is classified as an urban local that generally travels in a north-south direction from Highbridge Road to Polish Drive. Sherman Street provides a 30 to 40-foot wide roadway with a single lane in each direction. Paved shoulders and sidewalks are not provided on Sherman Street. The posted speed limit is 30-mph and land uses along the roadway generally consist of residential homes and an apartment complex.

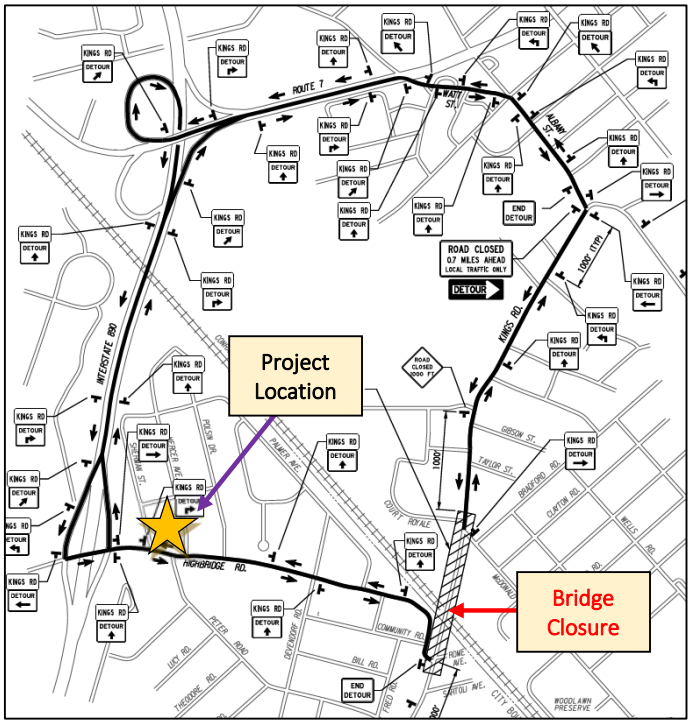
Study Area Intersections

- Highbridge Road/I-890 Exit 8 EB Ramp: This is a four-leg intersection operating under actuated signal control. The eastbound Highbridge Road approach provides a shared through/right-turn lane while the westbound Highbridge Road approach provides an exclusive left-turn lane and a through lane. The southbound I-890 Exit 8 EB Off-Ramp approach provides an exclusive left-turn lane and a through/right-turn lane. The south leg of the intersection is a one-way southbound ramp that provides access to I-890. Sidewalks are provided on the south side of Highbridge Road and there is a marked crosswalk on the south leg of the intersection with pedestrian signals, pushbuttons and signs in the southwest and southeast corners.
- Highbridge Road/I-890 Exit 8 WB Ramp: This is a four-leg intersection operating under actuated signal control. The eastbound Highbridge Road approach provides a through lane and an exclusive left-turn lane while the westbound Highbridge Road approach provides a through lane and a separate right-turn lane. The northbound I-890 Exit 8 WB Off-Ramp approach provides an exclusive left-turn lane and a through/right-turn lane. The north leg of the intersection is a one-way northbound ramp that provides access to I-890. Sidewalks are provided on the south side of Highbridge Road and there is a marked crosswalk on the south leg of the intersection with pedestrian signals, pushbuttons and signs in the southwest and southeast corners.
- Highbridge Road/Sherman Street: This is a three-leg intersection operating under stop-sign control on the southbound Sherman Street approach. All three approaches provide a single lane for shared travel movements. There is a sidewalk on the south side of Highbridge Road and marked crosswalks are not provided at the intersection.
- Highbridge Road/Peter Road: This is a three-leg intersection operating under stop-sign control on the northbound Peter Road approach. All three approaches provide a single lane for shared travel movements. There is a sidewalk on the south side of Highbridge Road and a marked crosswalk is provided on the south leg of the intersection.
- Highbridge Road/Mercer Avenue: This is a three-leg intersection operating under stop-sign control on the southbound Mercer Avenue approach. All three approaches provide a single lane for shared travel movements. There is a sidewalk on the south side of Highbridge Road and on the north side of Highbridge Road east of Mercer Avenue. A marked crosswalk is provided on the east leg of the intersection.

Data Collection

Turning movement counts were conducted at four of the study area intersections on Thursday, February 15, 2024 during the morning peak period (7:00 to 9:00 a.m.) and during the evening peak period (4:00 to 6:00 p.m.). Supplemental turning movement counts were conducted at the Highbridge Road/I-89 Exit 8 EB Ramp intersection at the same time on Wednesday, March 20, 2024. The observed peak hours generally occurred from 7:45 to 8:45 a.m. during the morning peak and 4:15 to 5:15 p.m. during the evening peak.

An automatic traffic recorder (ATR) was installed on Highbridge Road approximately 60-feet east of Mercer Avenue by NYSDOT in May 2023. An additional ATR was installed by CM on Sherman Street approximately 130-feet north of Highbridge Road from Thursday, February 15, 2024 to Friday, February 23, 2024. Data collected from the ATR shows that Highbridge Road serves approximately 8,400 vehicles per day (vpd) while Sherman Street serves approximately 205 vpd. The data also indicates that the 85th percentile speed[1] on Highbridge Road is approximately 42-mph in the eastbound direction and 43-mph in the westbound direction. The 85th percentile speed on Sherman Street is approximately 25-mph in the northbound and southbound direction due to the proximity to Highbridge Road.



A review of the study area indicates that a portion of Kings Road east of the project site was closed at the end of January just north of Highbridge Road in order to accommodate a bridge replacement. A detour was implemented in order to provide access around the project area. The detour primarily uses I-890 to provide access around the bridge closure as shown on the image to the right. It is noted that traffic on Highbridge Road coming to and from the south on Kings Road is generally not impacted by the bridge closure due to the existing Peter Road connection. That being said, traffic on Highbridge Road that is destined to and from the north on Kings Road is impacted by the existing detour. The traffic volume data collected from the ATR installed by NYSDOT on Highbridge Road in 2023 just east of Mercer Avenue was compared to the 2024 traffic volumes collected on Highbridge Road to determine the overall impacts of the detour. A review of this historical volume data on Highbridge Road indicates that approximately 105 trips during the AM peak hour and approximately 220 trips during the PM peak hour have been detoured due to the bridge closure on Kings Road. In order to regionally redistribute this traffic, existing origin/destination (O/D) traffic data was obtained from the Replica software which processes anonymized location records from smart phones and navigation devices and develops matrices that show the O/D of traffic in an area. The historical O/D observations were obtained from average traffic conditions that occur mid-week (Tuesday through Thursday) during the weekday morning peak period from 7:00 to 8:00 a.m. and during the afternoon peak period from 4:00 to 5:00 p.m. which corresponds to peak commuter time periods for the general public. The turning movement counts were then manually adjusted based on these regional traffic flows to account for changes in traffic associated with the detour. The adjusted 2024 traffic volumes were also seasonally factored to average conditions using NYSDOT's *Seasonal Adjustment Factors.* The factored traffic volumes are shown on Figure 2-1. The raw turning movement count data and ATR data is included under Attachment B. In addition, the detoured traffic volume traffic that was redistributed to the existing roadway network is also included under Attachment B.

1 The 85th percentile speed is the speed in which 85 percent of drivers were observed driving at or below.

Motor Vehicle Collision Analysis

Crash data was requested from NYSDOT to quantify the number of crashes and identify any crash patterns or concentrations on the segment and intersections on Highbridge Road from the I-890 EB Ramp intersection to Mercer Avenue intersection. CLEAR system data was provided by NYSDOT from September 1, 2020 through August 31, 2023 (three years). Table 1 summarizes the predominant crash types for the study area intersections on Highbridge Road.

Table 1 – Accident Type and Severity

Segments and Intersections	Collision Severity			Collision Type							
	Non-Reportable	Property Damage	Injury	Rear-End	Sideswipe/ Overtaking	Left Turn	Right Angle	Head-On	Backing	Fixed Object	Total
Highbridge Road/I-890 Exit 8 EB Ramp	0	4	1	1	0	1	1	1	1	0	**5**
Highbridge Road/I-890 Exit 8 WB Ramp	0	8	1	2	2	1	4	0	0	0	**9**
Highbridge Road/Sherman Street	0	0	1	0	0	0	0	0	0	1	**1**
Highbridge Road/Peter Road	0	0	1	1	0	0	0	0	0	0	**1**
Highbridge Road/Mercer Avenue	0	1	0	0	0	0	1	0	0	0	**1**
Total	**0**	**13**	**4**	**4**	**2**	**2**	**6**	**1**	**1**	**1**	**17**

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

There was a total of 17 crashes on Highbridge Road at the five study area intersections. There were 13 crashes that resulted in property damage only (PDO) and four crashes that resulted in an injury. There were no pedestrian or bicycle related collisions and there were no fatal crashes. The predominant collision types were read-end and right-angle crashes. Predominant apparent factors for these collisions include following too closely, failure to yield right-of-way, and a disregard of the traffic control. The following summary is provided for each location.

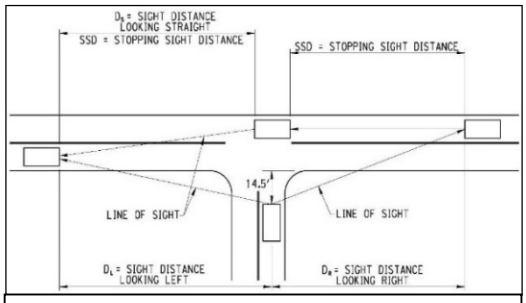
- Highbridge Road/I-890 Exit 8 EB Ramp – There was one left-turn crash that resulted in an injury due to a failure to yield the right-of-way. The rear-end collision occurred due to following too closely while the head-on crash was the result of slippery pavement. The right-angle crash occurred due to a disregard of the traffic control while the backing crash was the result of alcohol involvement.
- Highbridge Road/I-890 Exit 8 WB Ramp – There were four right-angle crashes with one resulting in an injury. Three of these collisions occurred when the motorist disregarded the traffic control and failed to yield the right-of-way to the conflicting approach. The fourth right angle collision occurred due to driver confusion associated with the directions provided by a flagger in the roadway. The two rear-end crashes occurred when vehicles on the northbound I-890 Exit 8 WB Ramp approach were following too closely and struck the vehicle in front of them. The overtaking, sideswipe, and left-turn crashes were all the result of improper turns.
- Highbridge Road/Sherman Street – There was one collision at this intersection that resulted in an injury. The motorist had a medical issue which caused them to strike the guiderail sending their vehicle airborne.
- Highbridge Road/Peter Road – The rear-end collision at this intersection that resulted in an injury occurred when a westbound vehicle on Highbridge Road stopped to let an animal pass in front of them and was struck from behind by a vehicle that was following too closely.
- Highbridge Road/Mercer Avenue –The right-angle crash at this intersection occurred when a vehicle traveling southbound on Mercer Avenue failed to yield the right-of-way to a vehicle traveling westbound on Highbridge Road.

The crashes reported on Highbridge Road near the proposed development were generally associated with driver error and not attributed to geometric conditions in the area. An accident summary (TE-213 equivalent) at the study area intersections is included under Attachment C.

3.0 Sight Distance

A sight distance evaluation was completed at the proposed Site Driveway locations on Sherman Steet and on Highbridge Road. Available *intersection* sight distance was measured from the perspective of a vehicle exiting the site. It was also measured for a vehicle traveling southbound along Sherman Street and eastbound on Highbridge Road looking straight ahead to turn left into the Site Driveways. The available intersection sight distance should provide drivers a sufficient view of the intersecting roadway to allow passenger cars to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

Stopping sight distance was also measured on Sherman Street and on Highbridge Road at the Site Driveway locations. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. The diagram illustrates these sight distance measurements.



Sight Distance Measurements

The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2018* published by the American Association of State Highway Transportation Officials (AASHTO) and the current NYSDOT design guidance presented in the *Highway Design Manual Chapter 5* (Appendix 5B) for the measured travel speed of 45-mph on Highbridge Road and 25-mph on Sherman Street in the southbound direction. It is noted that the measured travel speed for northbound vehicles on Sherman Street will be approximately 15-mph as they completed their turns from Highbridge Road as noted below. The results of the sight distance analysis are summarized in Table 2.

Table 2 – Sight Distance Summary (feet)

Intersection		Intersection Sight Distance[1]				Stopping Sight Distance[2]	
		Right-Turn from Site Driveway (D_L)	Left-Turn from Site Driveway		Left-Turn from Sherman St./ High Bridge Rd. (D_S)	$SSD_{NB/WB}$	$SSD_{SB/EB}$
			Looking Left (D_L)	Looking Right (D_R)			
Sherman Street/ Site Driveway	Available	125	125	>500	125	100	>500
	Recommended	145	170	280	125	70	135
Highbridge Rd/ Peter Road/ Site Driveway	Available	>550	>550	>550	>550	>550	>550
	Recommended	430	500	500	365	330	330

XXX = Available Sight Distance

[1] Intersection sight distance is measured at 14.5 feet back from the travel way at an object height of 3.5 feet and an eye height of 3.5 feet for a vehicle.

[2] Stopping sight distance measured for a 2-foot object located in the path of northbound/southbound vehicles on Sherman Street and on eastbound/westbound vehicles on Highbridge Road at an eye height of 3.5 feet.

- Highbridge Road/Peter Road/Site Driveway: The intersection and stopping sight distance evaluation at the Site Driveway on Highbridge Road (opposite Peter Road) indicates that all sight lines meet AASHTO guidelines for the applicable operating speeds. No mitigation is recommended at this location.

- Sherman Street/Site Driveway – The available intersection sight distance for vehicles exiting the Site Driveway looking right to take a left-turn, as well as the stopping sight distance for vehicles traveling southbound on Sherman Street meet AASHTO guidelines for the applicable operating speed. It is noted that available sight distance looking left for drivers exiting the Site Driveway for left and right-turns onto Sherman Street, the distance looking straight for drivers traveling on Sherman Street turning left into the Site Driveway, and the stopping sight distance for drivers traveling northbound on Sherman Street extends up to the adjacent Highbridge Road/Sherman Street intersection (see Photo #1). It is noted that drivers traveling northbound on Sherman Street and drivers looking left from the Site Driveway have at least 100-feet of available sight distance to view vehicles turning left or right from the Highbridge Road intersection; however, these vehicles would be traveling at slower speeds, closer to 15-mph as they complete their turns. A review of AASHTO guidelines indicates that the available sight lines meet the recommended stopping sight distance of 70 feet for a 15-mph travel speed to see a vehicle turning left or right onto Sherman Street from Highbridge Road. It is noted that the proposed driveway will meet intersection spacing standards provided by NYSDOT.

It is recommended that vegetation along the project frontage on Sherman Street near the Site Driveway be removed in order to maximize sight lines looking right for vehicles exiting the driveway. It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at both Site Driveway intersections.

4.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 11th edition, is the industry standard used for estimating trip generation for proposed land use based on data collected at similar uses. The trip generation of the proposed *Stewart's Shop* was estimated using land use code (LUC) 945 for a Convenience Store/Gas Station.

It can be expected that some trips to the gas station/convenience market originate from traffic that is already passing the site on Highbridge Road. Pass-by trips are vehicles that will stop at the site before continuing on to their primary destination. For example, a driver traveling eastbound on Highbridge Road leaving work may stop at the convenience store and then continue eastbound towards home. This type of trip is considered a pass-by trip. Based on a review of data published by ITE, a pass-by trip percentage (60% to 56%) was applied to trips generated by the site as shown on Table 3.

Table 3 – Trip Generation Summary

Land Use	Size (SF)	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Stewart's Shop	3,975	81	81	162	96	97	193
Pass By Trips (60% AM Peak/56% PM peak)		-49	-49	-98	-54	-54	-108
Proposed Primary Trips		**32**	**32**	**64**	**42**	**43**	**85**

Accounting for pass-by trips, the proposed development will generate a total of 64 new vehicle trips during the AM peak hour and 85 new vehicle trips during the PM peak hour. The total number of trips expected at the Site Driveways is the sum of the new trips and the pass-by trips.

It is noted that the proposed *Stewarts Shop* will replace the vacant *Napa Auto Parts* and the *Homeplate Pizza and Deli* stores. It is estimated that these previous uses generated approximately five (5) trips during the AM peak hour and approximately 19 trips during the PM peak hour which indicates that these parcels would actually only generate 59 to 66 new trips to the project area during the AM and PM peaks hours.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion, which is 2024. The Town of Rotterdam indicated that there are no other known developments proposed in the project area that will impact future traffic conditions; therefore, the Existing 2024 traffic volumes represent future 2024 traffic conditions in the study area *without* the proposed development (See Figure 2-1).

Traffic generated by the project was distributed on the study area roadways based on the existing turning movement counts conducted at the site intersections and expected travel routes. The primary trip distribution patterns for the proposed development are shown on Figure 2-2 while the pass-by trip distribution patterns are shown on Figure 2-3. The associated trip assignment volumes are shown on Figures 3-1 and 3-2. The site generated trips were added to the 2024 Existing traffic volumes resulting in the 2024 Build traffic volumes for the AM and PM peak hours. The 2024 Build traffic volumes (Figure 3-3) represent the future traffic volumes after the project is complete.

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 4 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included under Attachment D.

Table 4 – Level of Service Summary

Intersection		Control	AM Peak Hour		PM Peak Hour	
			2024 Existing	2024 Build	2024 Existing	2024 Build
Highbridge Road/I-890 Exit 8 EB Ramp		S				
Highbridge Road EB	T		B (13.9)	B (14.1)	B (16.9)	B (17.2)
High Bridge Road WB	L		A (3.3)	A (3.5)	A (2.9)	A (3.1)
	T		A (6.6)	A (6.6)	B (10.9)	B (11.0)
I-890 Exit 8 WB Off Ramp SB	L		C (20.6)	C (20.9)	C (22.2)	C (22.8)
	TR		B (18.1)	B (18.2)	C (20.2)	C (20.6)
Overall			B (13.0)	B (13.1)	B (13.4)	B (13.6)
Highbridge Road/I-890 Exit 8 WB Ramp		S				
Highbridge Road EB	L		A (0.5)	A (0.5)	A (1.2)	A (1.3)
	T		A (7.3)	A (7.5)	A (8.0)	A (8.0)
High Bridge Road WB	T		B (13.3)	B (13.6)	B (12.9)	B (13.0)
	R		B (11.4)	B (11.6)	B (10.9)	B (10.9)
I-890 Exit 8 WB Off Ramp NB	L		B (18.3)	B (18.5)	C (26.0)	C (26.5)
	TR		B (17.9)	B (18.1)	C (20.6)	C (21.1)
Overall			B (10.4)	B (10.6)	B (13.8)	B (14.0)
Highbridge Road/Sherman Street		U				
Highbridge Road EB	L		A (8.2)	A (8.2)	A (8.5)	A (8.6)
Sherman Street SB	LR		B (13.2)	B (12.8)	B (14.3)	B (13.8)
Highbridge Road/Peter Road/Site Driveway		U				
Highbridge Road EB	[L]		--	A (8.1)	--	A (8.5)
Highbridge Road WB	L		A (8.8)	A (8.7)	A (8.3)	A (8.3)
Peter Road NB	L[T]R		C (17.5)	D (25.1)	C (19.9)	D (32.3)
Site Driveway SB	[LTR]		--	C (17.3)	--	C (22.6)
Highbridge Road/Mercer Avenue		U				
Highbridge Road EB	L		A (8.2)	A (8.2)	A (8.3)	A (8.4)
Mercer Avenue SB	LR		B (11.7)	B (12.0)	B (13.2)	B (13.6)
Sherman Street/Site Driveway		U				
Sherman Street SB	L		--	A (7.2)	--	A (7.2)
Site Driveway WB	LR		--	A (8.6)	--	A (8.7)

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 impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The follow observations are evident from this analysis:

- Highbridge Road/I-890 Exit 8 EB and WB Ramp Intersections – The level of service analysis indicates that these signalized intersections currently operate at an overall LOS B during the AM and PM peak hours with all movements operating at LOS C or better. After build-out of the proposed *Stewarts,* these intersections will continue to operate at similar levels of service with an increase in average vehicle delay less than one second during the peak hours on any approach. No mitigation is recommended at these intersections.
- Highbridge Road/Sherman Street – The level of service summary indicates that the southbound Sherman Street approach currently operates at LOS B during the AM and PM peak hours. After construction of the proposed development, the southbound approach will continue to operate similarly during both peak hours. In addition, the eastbound left-turn movement from Highbridge Road

will operate at LOS A during both peak hours through Build conditions. No mitigation is recommended at this intersection.

- Highbridge Road/Peter Road/Site Driveway– The level of service summary indicates that the northbound Peter Road approach currently operates at LOS C during the AM and PM peak hours. It is noted that the site driveway associated with the vacant *Napa Auto Parts* store which was provided opposite Peter Road has been closed. The proposed *Stewarts* will reopen and reconstruct the north leg of this intersection to allow a single lane entering and exiting the site which will be controlled by a stop-sign on the southbound approach. After build-out of the site, the northbound Peter Road approach will operate at LOS D during the AM and PM peak hours while the southbound Site Driveway approach will operate at LOS C during both peak hours. In addition, the eastbound and westbound left-turn movements from Highbridge Road will operate at LOS A through Build conditions during both peak hours. The level of service analysis indicates that this intersection will operate adequately after full build-out of the site.
- Highbridge Road/Mercer Avenue – The level of service summary indicates that the southbound Mercer Avenue approach currently operates at LOS B during the AM and PM peak hour. After construction of the proposed development, the southbound approach will continue to operate similarly during both peak hours. In addition, the eastbound left-turn movement from Highbridge Road will operate at LOS A during both peak hours through Build conditions. No mitigation is recommended at this intersection.
- Sherman Street/Site Driveway – The level of service summary indicates that the full access Site Driveway intersection on Sherman Street will operate at LOS A during the peak hours after build-out of the site. It is recommended that the westbound approach provide a single lane for shared travel movements that is controlled by a stop-sign.

Queuing Evaluation

A queuing evaluation was conducted at the signalized Highbridge Road/I-890 Exit 8 WB Ramp intersection to determine if queuing associated with traffic operations will impact the unsignalized Sheman Street and Site Driveway/Peter Road intersections located to the east. Sherman Street is located approximately 300-feet east of the stop line while the Site Driveway on Highbridge Road will be located approximately 525-feet east of the stop line. It is noted that the westbound Highbridge Road approach can accommodate approximately 12 vehicles and 21 vehicles, respectively, in queue before operations of the Sherman Street and Site Driveway intersections will be impacted. Table 5 summarizes the queues on the westbound Highbridge Road approach.

Table 5 – Queuing Summary (in feet)

Intersection		Available Storage	AM Peak Hour				PM Peak Hour			
			Existing		Build		Existing		Build	
			50th	95th	50th	95th	50th	95th	50th	95th
Highbridge Road/I-890 Exit 8 WB Ramp										
Highbridge Road WB	T	105	56	139	60	150	86	182	92	191

WB = Westbound intersection approach
L, T, R = Left-turn, Through, and/or Right-turn movements

Build Conditions – The Synchro model indicates that the westbound Highbridge Road approach will experience average vehicle queues of approximately three to four vehicles (60 and 92-feet) during the AM and PM peak hours while the 95th percentile queue is approximately six to eight vehicles (150 to 191-feet) during the AM and PM peak hours. This indicates that average and 95th percentile queues on the westbound Highbridge Road approach will not block the Sherman Street and Site Driveway intersections during both peak hours. A review of Table 5 indicates that development of the proposed project will increase queuing

on these approaches less than 15 feet during both peak hours when compared to No-Build conditions. A review of the SimTraffic simulation indicates that adequate traffic operations will be provided at the Sherman Street and Site Driveway intersections.

Pedestrian Connection

The existing public sidewalk located on the north side of Highbridge Road that terminates at the Mercer Avenue intersection will be extended west along the site frontage up to the Sherman Street intersection in order to improve pedestrian access to the site. The sidewalk will also provide a direct connection for residents living on Sherman Street to access the marked crosswalk on Highbridge Road at the Mercer Avenue intersection.

5.0 Conclusions

The proposed project includes the construction of a 3,975 SF *Stewart's Shop* convenience market with eight fueling positions (four gas pumps) on the north side of Highbridge Road. The project will replace the vacant *Napa Auto Parts* and *Homeplate Pizza and Deli* stores currently located on the property. Access to the site is provided via an existing, full-access driveway on the east side of Sherman Street approximately 90-feet north of Highbridge Road, and one existing, full-access driveway on the north side of Highbridge Road approximately 205-feet east of Sherman Street opposite Peter Road. It is noted that two additional existing driveways located on Highbridge Road will be eliminated as part of the project which is consistent with access management principles. It is anticipated that the proposed development will be fully built and occupied by the end of 2024. The following is noted regarding the proposed project:

- The sight distance assessment indicates that adequate sight lines will be provided for the applicable operating speeds. It is recommended that vegetation along the project frontage near the Site Driveway on Sherman Street be removed in order to maximize sight lines looking right for vehicles exiting the driveway. It is also recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at both Site Driveways.
- The proposed project is expected to generate 64 new vehicle trips during the AM peak hour and 85 new vehicle trips during the PM peak hour.
- The level of service analysis indicates that the signalized Highbridge Road intersections at the I-890 Exit 8 EB and WB Ramp intersections will operate adequately during the peak hours after full build-out of the site. Mitigation is not recommended at this location.
- The level of service summary indicates that the unsignalized Sherman Street and Mercer Avenue intersections on Highbridge Road will operate at LOS B or better after construction of the proposed development. No mitigation is recommended at these intersections for the proposed project.
- It is noted that the site driveway associated with the vacant *Napa Auto Parts/Homeplate Pizza and Deli* stores which was provided opposite Peter Road on Highbridge Road has been closed. The proposed *Stewarts* will reopen and reconstruct the north leg of this intersection to allow a single lane entering and exiting the site which will be controlled by a stop-sign on the southbound approach. The level of service analysis at the Highbridge Road/Peter Road/Site Driveway intersection indicates that after build-out of the site, the northbound Peter Road approach and the southbound Site Driveway approach will operate adequately during both peak hours. In addition, the eastbound and westbound left-turn movements from Highbridge Road will operate at LOS A through Build conditions. No mitigation is recommended at this intersection.
- The level of service summary indicates that the full access Site Driveway intersection on Sherman Street will operate at LOS A during the peak hours after build-out of the site. It is recommended that the

westbound approach provide a single lane for shared travel movements that is controlled by a stop-sign.

- The queuing assessment indicates that average and 95th percentile queues on the westbound Highbridge Road approach will not block the Sherman Street and Site Driveway intersections during both peak hours. A review of the SimTraffic simulation indicates that adequate traffic operations will be provided at the Sherman Street and Site Driveway intersections.
- The existing public sidewalk located on the north side of Highbridge Road that terminates at the Mercer Avenue intersection will be extended west along the site frontage up to the Sherman Street intersection in order to improve pedestrian access to the site. The sidewalk will also provide a direct connection for residents living on Sherman Street to access the marked crosswalk on Highbridge Road at the Mercer Avenue intersection.

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

Respectfully submitted,
Creighton Manning Engineering, LLP

Mark Nadolny
Associate

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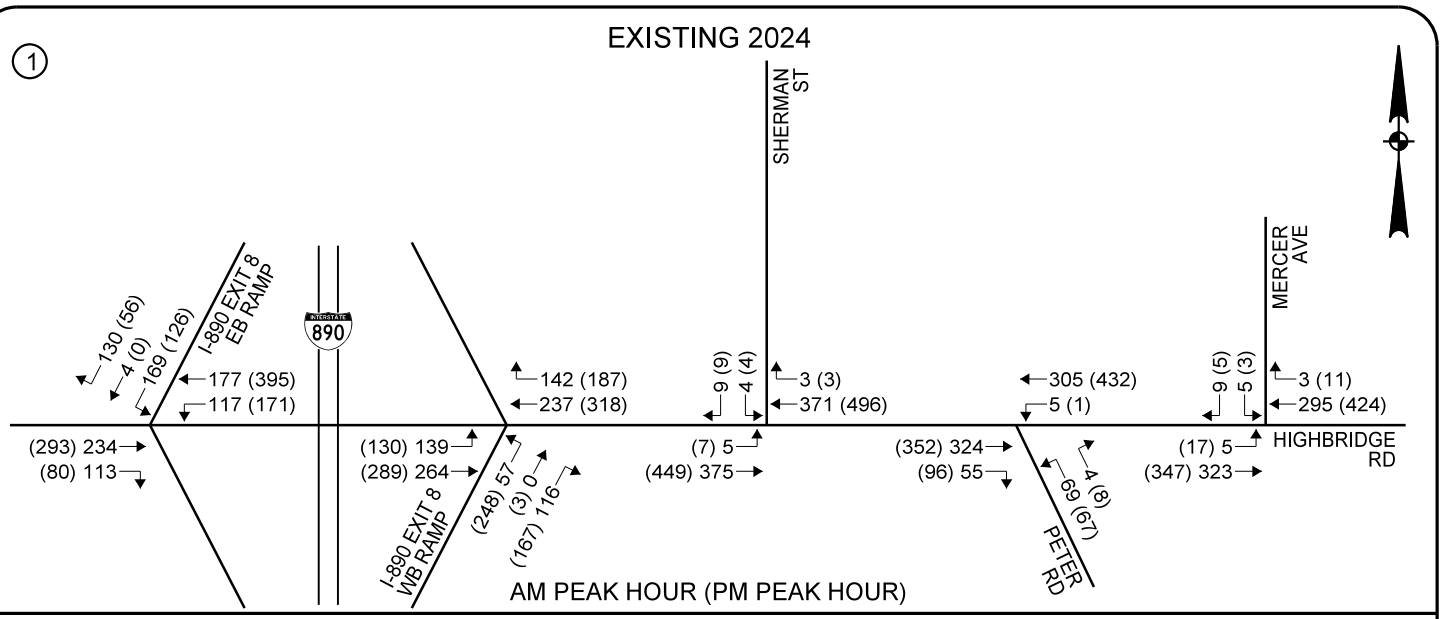

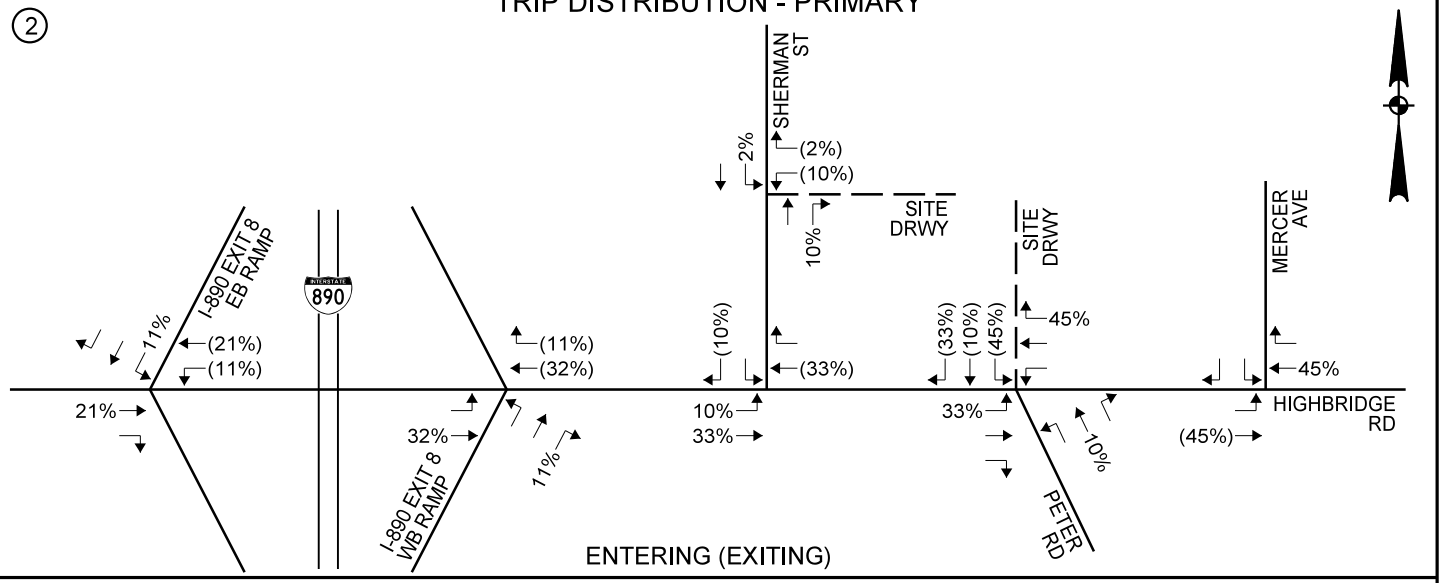

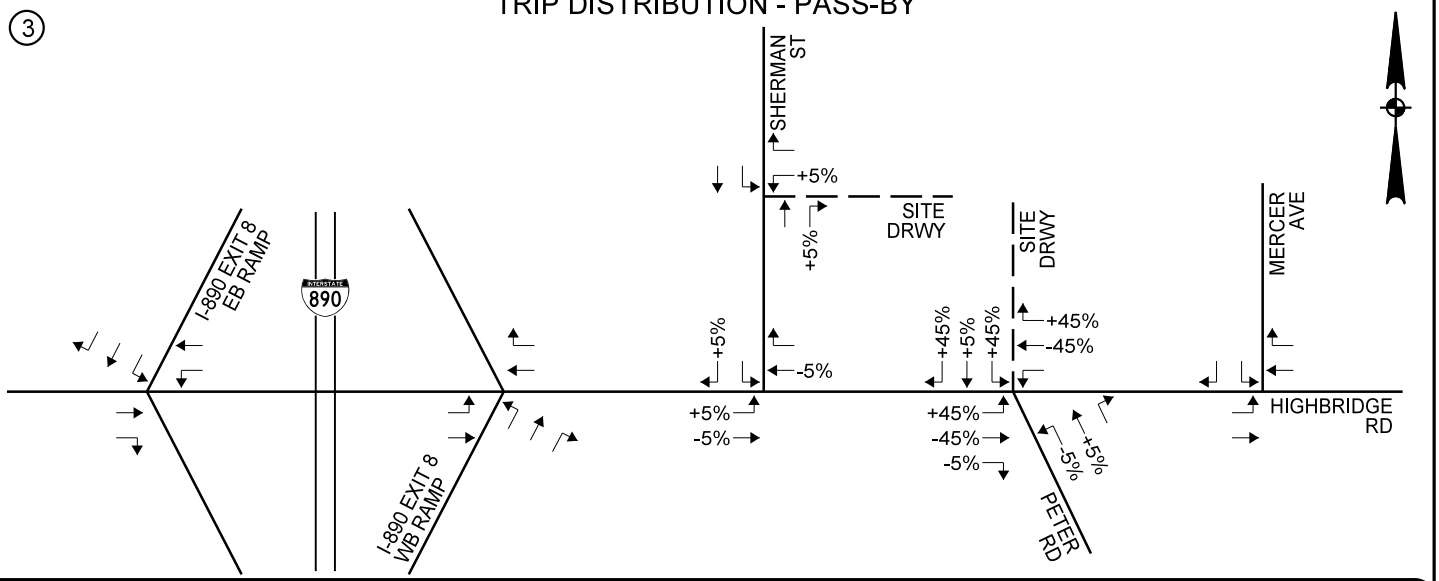

TRAFFIC VOLUMES

STEWARTS SHOP
TOWN OF ROTTERDAM, NEW YORK

Creighton Manning

PROJECT: 124-017	DATE: 03/2024	FIGURE: 2

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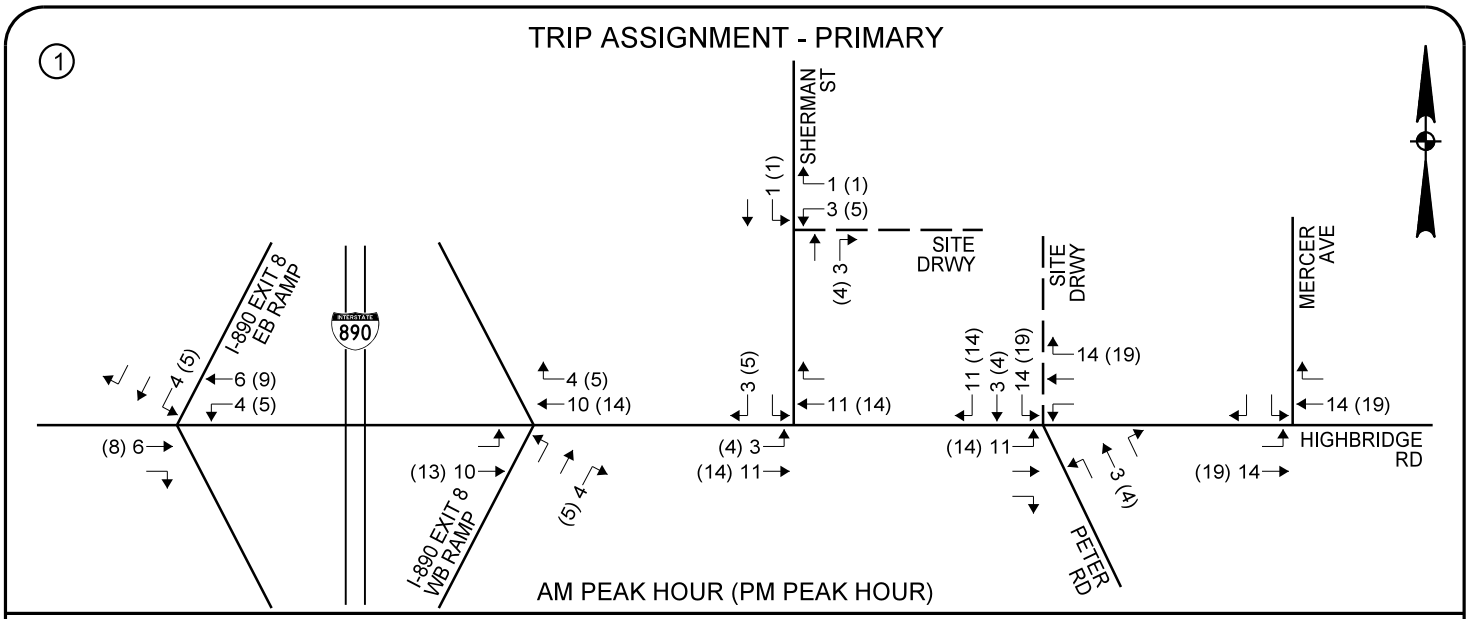

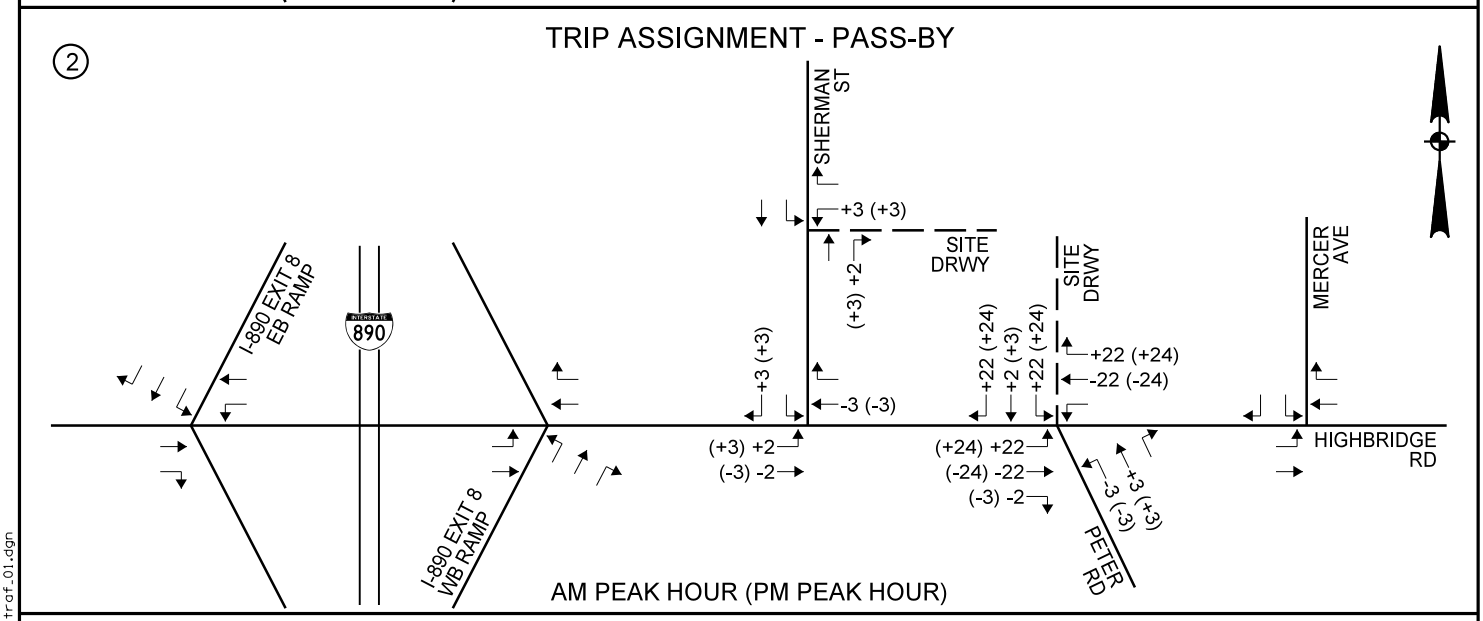

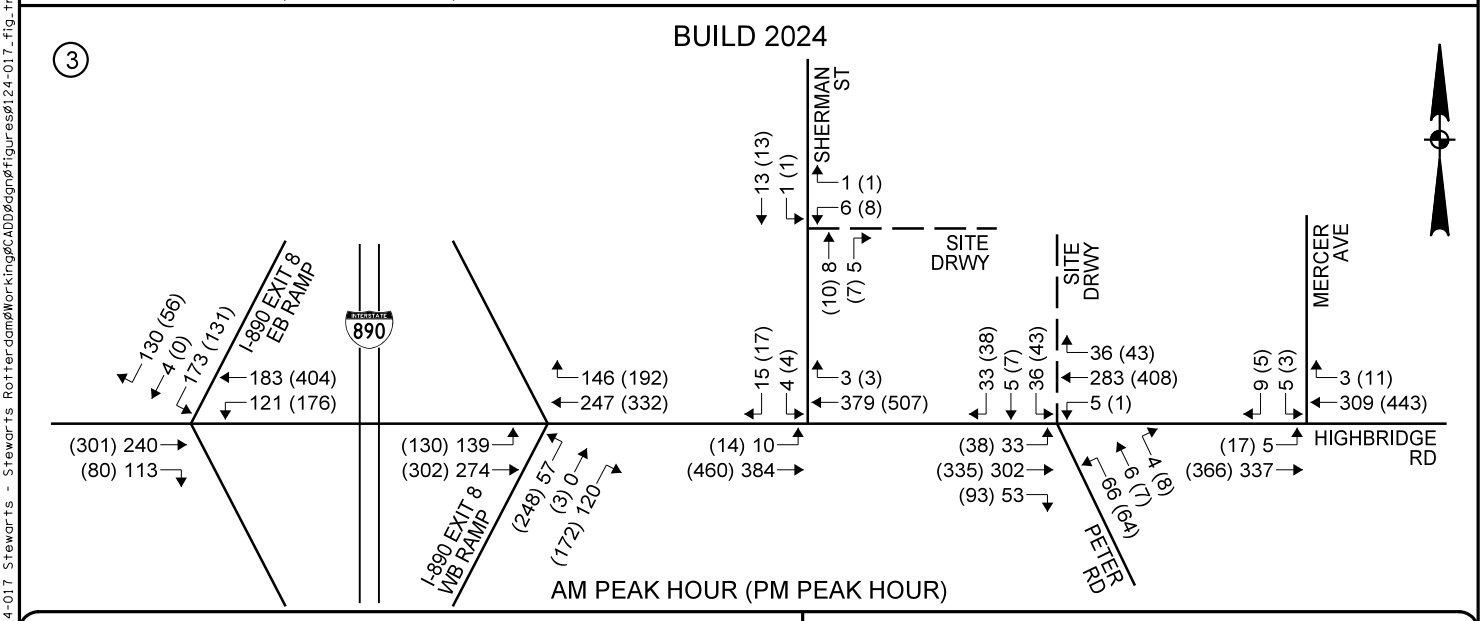

TRAFFIC VOLUMES

STEWARTS SHOP
TOWN OF ROTTERDAM, NEW YORK

Creighton Manning

PROJECT: 124-017	DATE: 03/2024	FIGURE: 3

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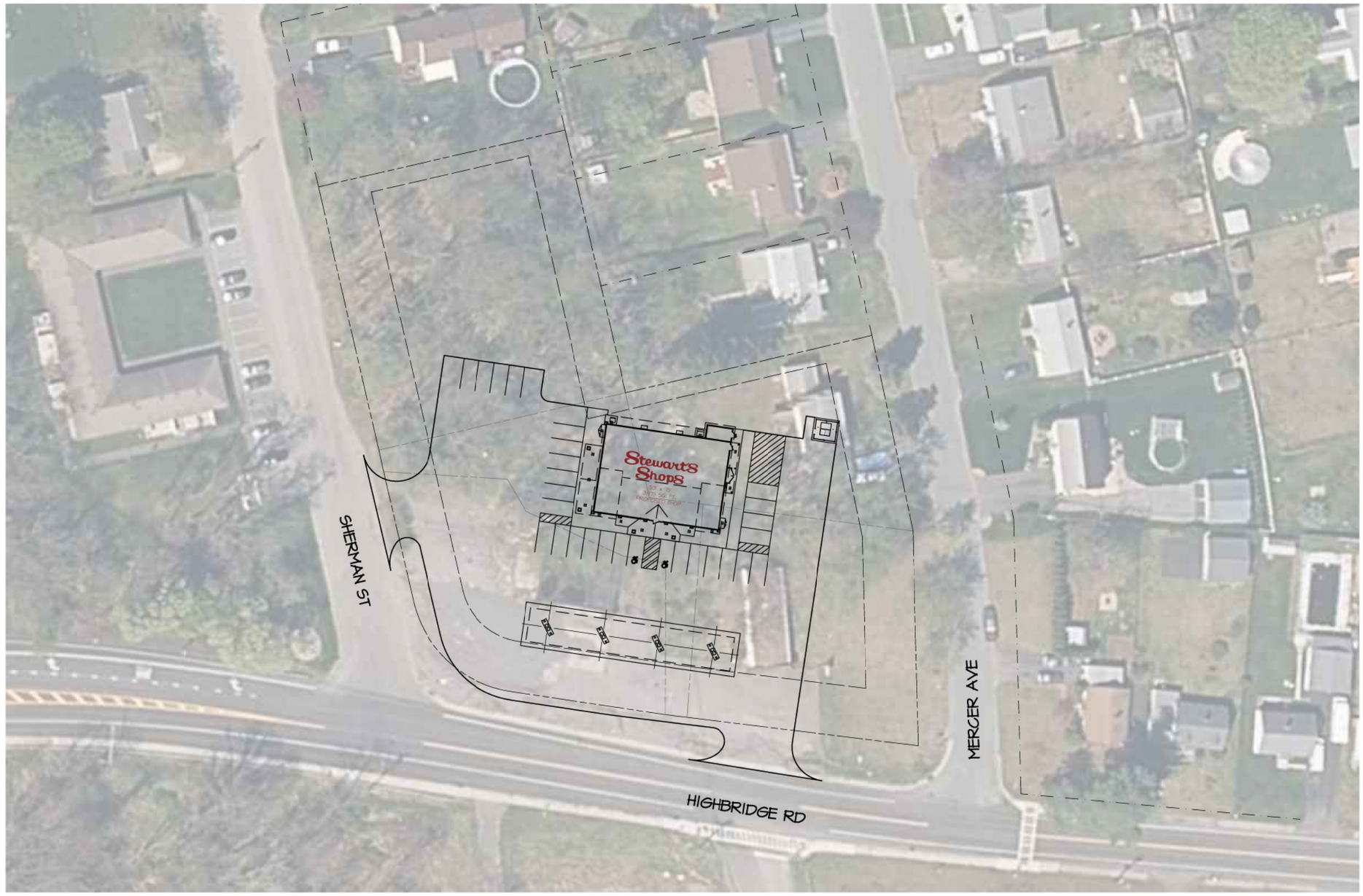
Attachment A
Site Plan

Stewart's Shop
Town of Rotterdam, New York



STORE NAME, ABBREVIATION & NO.
HIGHBRIDGE ROAD - HBR - 400

SITE LOCATION
1098 HIGHBRIDGE ROAD - SCHENECTADY (T/ ROTTERDAM), NY 12303

DATE	NO.	REVISIONS
:	:	:

STATE OF NEW YORK · SCOTT EDWIN RICHNER · 091096 · LICENSED PROFESSIONAL ENGINEER

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Stewart's Shops
SARATOGA SPRINGS, NY 12866
TEL. (518)581-1200 FAX (518)581-1204

DRAWN BY: JRG
SCALE: 1"=30'
DATE: 1/2/24

DRAWING NO.
S-2

TITLE:
PROPOSED SITE PLAN

Attachment B
Traffic Volume Data

Stewart's Shop
Town of Rotterdam, New York

124-017: Highbridge Rd & I-890 Exit 8 SB Ram... - TMC

Thu Mar 21, 2024
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1166514, Location: 42.770936, -73.927459, Site Code: 124-017

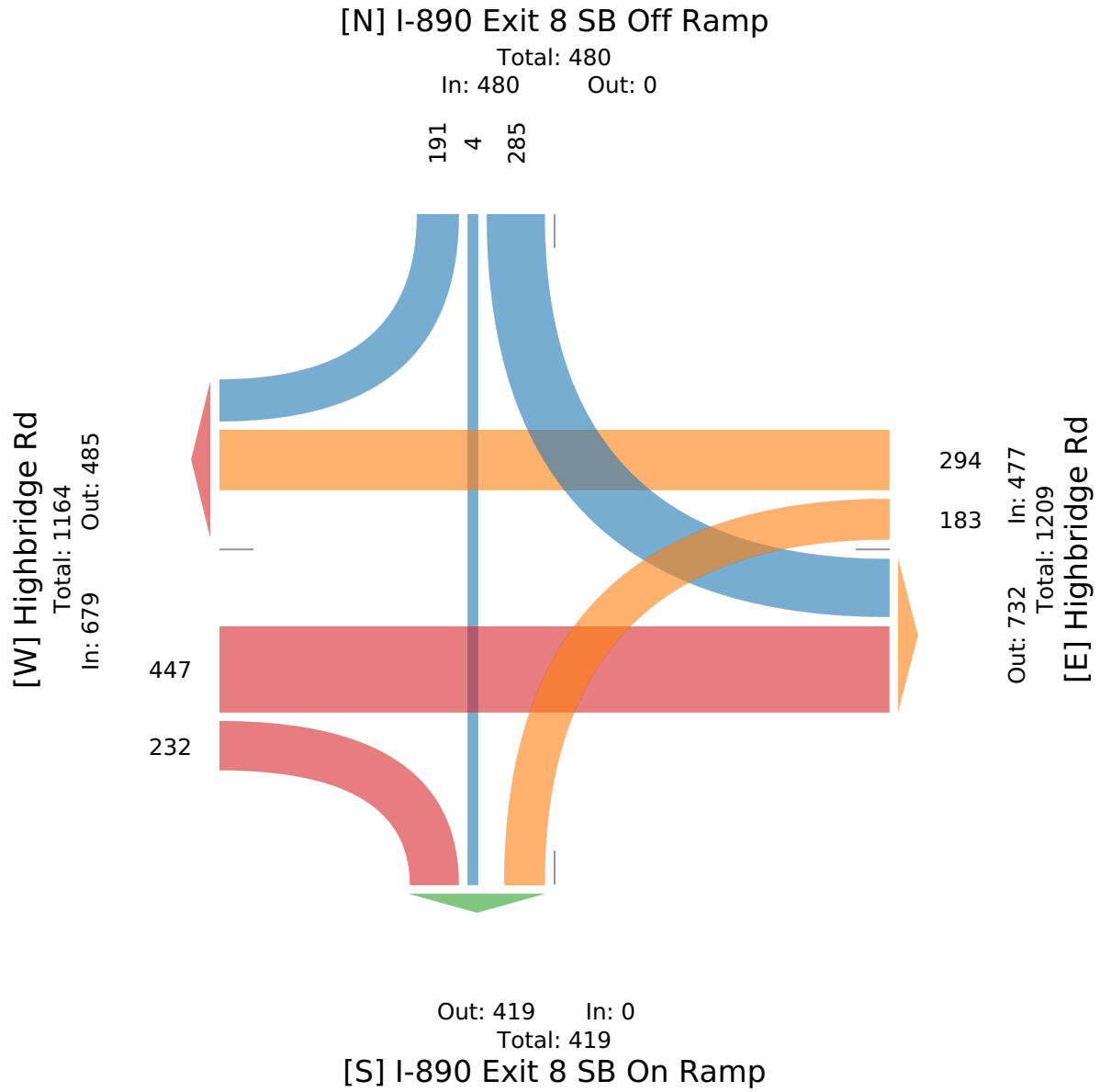
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Highbridge Rd Eastbound						Highbridge Rd Westbound					I-890 Exit 8 SB On Ramp Northbound		I-890 Exit 8 SB Off Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2024-03-21 7:00AM	40	28	0	5	**73**	0	33	23	0	**56**	0	**0**	0	18	0	1	3	**22**	0	**151**
7:15AM	40	24	0	7	**71**	0	24	23	0	**47**	0	**0**	0	24	0	5	5	**34**	0	**152**
7:30AM	61	35	0	8	**104**	0	19	38	0	**57**	0	**0**	0	47	0	7	18	**72**	0	**233**
7:45AM	68	23	0	7	**98**	0	8	40	0	**48**	0	**0**	0	76	1	27	40	**144**	0	**290**
Hourly Total	209	110	0	27	**346**	0	84	124	0	**208**	0	**0**	0	165	1	40	66	**272**	0	**826**
8:00AM	74	23	0	0	**97**	0	13	50	0	**63**	0	**0**	0	52	3	15	21	**91**	0	**251**
8:15AM	69	16	0	2	**87**	0	47	39	0	**86**	0	**0**	0	26	0	15	4	**45**	0	**218**
8:30AM	56	32	0	1	**89**	0	23	47	0	**70**	0	**0**	0	23	0	5	9	**37**	0	**196**
8:45AM	39	21	0	0	**60**	0	16	34	0	**50**	0	**0**	0	19	0	12	4	**35**	0	**145**
Hourly Total	238	92	0	3	**333**	0	99	170	0	**269**	0	**0**	0	120	3	47	38	**208**	0	**810**
9:00AM	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	447	202	0	30	**679**	0	183	294	0	**477**	0	**0**	0	285	4	87	104	**480**	0	**1636**
% Approach	65.8%	29.7%	0%	4.4%	**-**	-	38.4%	61.6%	0%	**-**	-	**-**	-	59.4%	0.8%	18.1%	21.7%	**-**	-	-
% Total	27.3%	12.3%	0%	1.8%	**41.5%**	-	11.2%	18.0%	0%	**29.2%**	-	**0%**	-	17.4%	0.2%	5.3%	6.4%	**29.3%**	-	-
Lights	426	195	0	30	**651**	-	163	287	0	**450**	-	**0**	-	267	4	85	101	**457**	-	1558
% Lights	95.3%	96.5%	0%	100%	**95.9%**	-	89.1%	97.6%	0%	**94.3%**	-	**-**	-	93.7%	100%	97.7%	97.1%	**95.2%**	-	95.2%
Articulated Trucks and Single-Unit Trucks	7	6	0	0	**13**	-	2	2	0	**4**	-	**0**	-	5	0	2	3	**10**	-	27
% Articulated Trucks and Single-Unit Trucks	1.6%	3.0%	0%	0%	**1.9%**	-	1.1%	0.7%	0%	**0.8%**	-	**-**	-	1.8%	0%	2.3%	2.9%	**2.1%**	-	1.7%
Buses	13	1	0	0	**14**	-	18	5	0	**23**	-	**0**	-	13	0	0	0	**13**	-	50
% Buses	2.9%	0.5%	0%	0%	**2.1%**	-	9.8%	1.7%	0%	**4.8%**	-	**-**	-	4.6%	0%	0%	0%	**2.7%**	-	3.1%
Bicycles on Road	1	0	0	0	**1**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0.2%	0%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu Mar 21, 2024
Full Length (7 AM-9 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1166514, Location: 42.770936, -73.927459, Site Code: 124-017

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



124-017: Highbridge Rd & I-890 Exit 8 SB Ram... - TMC

Thu Mar 21, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1166514, Location: 42.770936, -73.927459, Site Code: 124-017

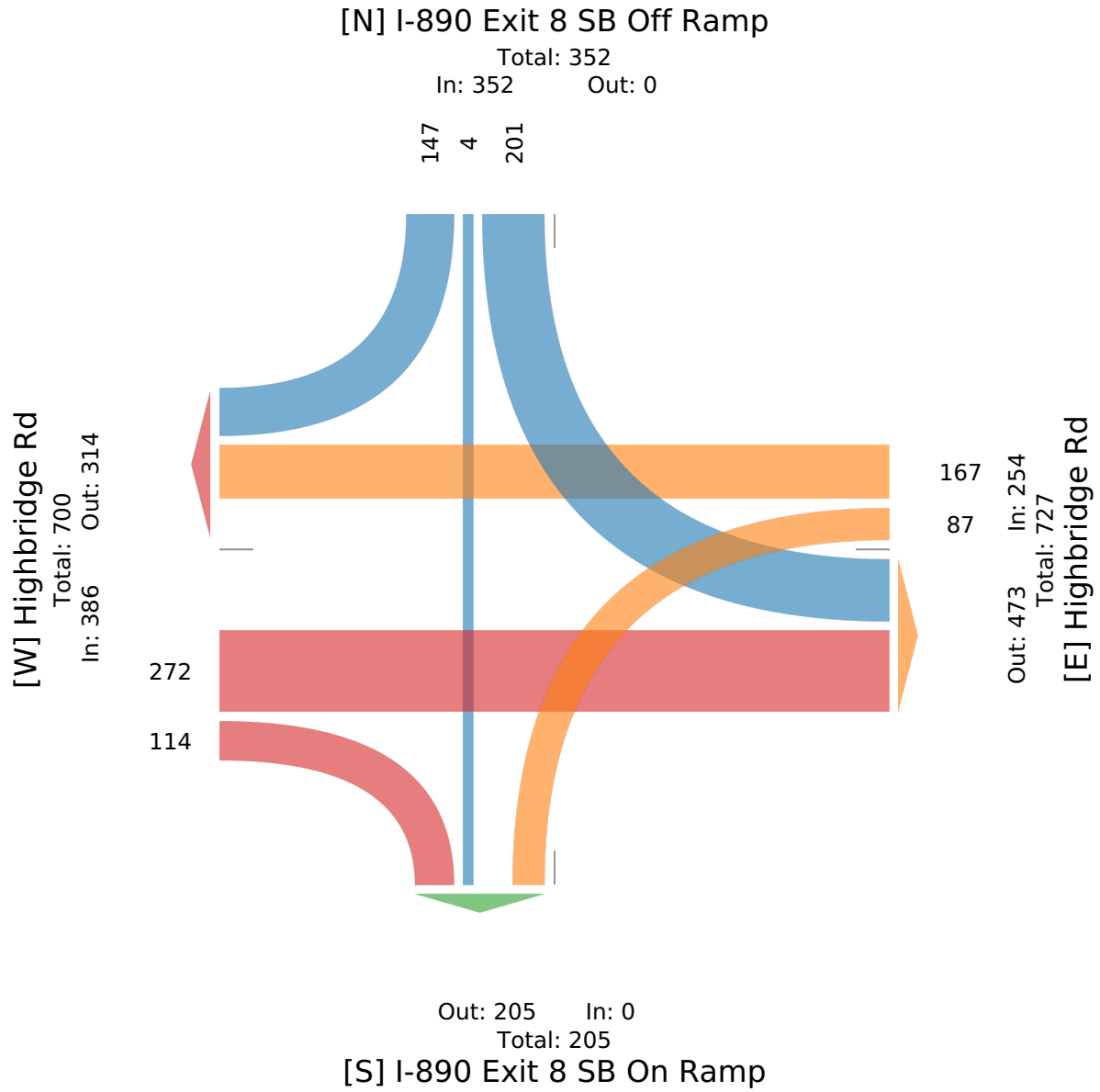
Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Highbridge Rd Eastbound						Highbridge Rd Westbound					I-890 Exit 8 SB On Ramp Northbound		I-890 Exit 8 SB Off Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2024-03-21 7:30AM	61	35	0	8	**104**	0	19	38	0	**57**	0	**0**	0	47	0	7	18	**72**	0	**233**
7:45AM	68	23	0	7	**98**	0	8	40	0	**48**	0	**0**	0	76	1	27	40	**144**	0	**290**
8:00AM	74	23	0	0	**97**	0	13	50	0	**63**	0	**0**	0	52	3	15	21	**91**	0	**251**
8:15AM	69	16	0	2	**87**	0	47	39	0	**86**	0	**0**	0	26	0	15	4	**45**	0	**218**
Total	272	97	0	17	**386**	0	87	167	0	**254**	0	**0**	0	201	4	64	83	**352**	0	**992**
% Approach	70.5%	25.1%	0%	4.4%	**-**	-	34.3%	65.7%	0%	**-**	-	**-**	-	57.1%	1.1%	18.2%	23.6%	**-**	-	-
% Total	27.4%	9.8%	0%	1.7%	**38.9%**	-	8.8%	16.8%	0%	**25.6%**	-	**0%**	-	20.3%	0.4%	6.5%	8.4%	**35.5%**	-	-
PHF	0.916	0.693	-	0.531	**0.925**	-	0.463	0.835	-	**0.738**	-	**-**	-	0.661	0.333	0.593	0.519	**0.611**	-	0.854
Lights	258	94	0	17	**369**	-	74	164	0	**238**	-	**0**	-	193	4	63	81	**341**	-	948
% Lights	94.9%	96.9%	0%	100%	**95.6%**	-	85.1%	98.2%	0%	**93.7%**	-	**-**	-	96.0%	100%	98.4%	97.6%	**96.9%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	4	3	0	0	**7**	-	0	1	0	**1**	-	**0**	-	3	0	1	2	**6**	-	14
% Articulated Trucks and Single-Unit Trucks	1.5%	3.1%	0%	0%	**1.8%**	-	0%	0.6%	0%	**0.4%**	-	**-**	-	1.5%	0%	1.6%	2.4%	**1.7%**	-	1.4%
Buses	9	0	0	0	**9**	-	13	2	0	**15**	-	**0**	-	5	0	0	0	**5**	-	29
% Buses	3.3%	0%	0%	0%	**2.3%**	-	14.9%	1.2%	0%	**5.9%**	-	**-**	-	2.5%	0%	0%	0%	**1.4%**	-	2.9%
Bicycles on Road	1	0	0	0	**1**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0.4%	0%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Thu Mar 21, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1166514, Location: 42.770936, -73.927459, Site Code: 124-017

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



124-017: Highbridge Rd & I-890 Exit 8 SB Ram... - TMC

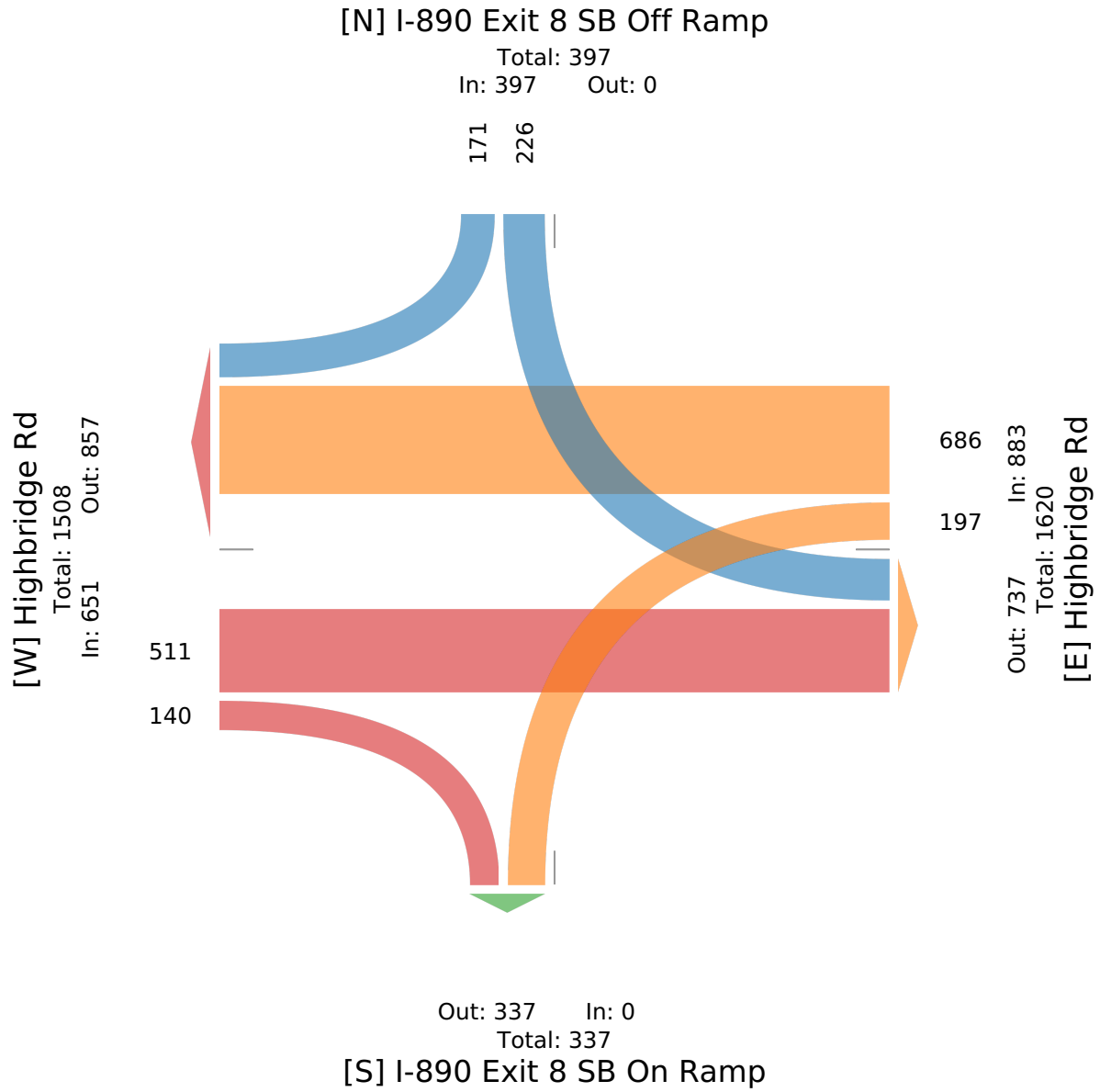
Wed Mar 20, 2024
Full Length (4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1166512, Location: 42.770936, -73.927459, Site Code: 124-017

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Highbridge Rd Eastbound						Highbridge Rd Westbound					I-890 Exit 8 SB On Ramp Northbound		I-890 Exit 8 SB Off Ramp Southbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2024-03-20 4:00PM	71	12	0	1	**84**	0	26	80	0	**106**	0	**0**	0	31	0	6	8	**45**	0	**235**
4:15PM	65	15	0	2	**82**	0	35	114	0	**149**	0	**0**	0	35	0	12	12	**59**	0	**290**
4:30PM	111	28	0	5	**144**	0	27	111	0	**138**	0	**0**	0	31	0	14	16	**61**	0	**343**
4:45PM	59	17	0	1	**77**	0	32	98	0	**130**	0	**0**	0	33	0	8	12	**53**	0	**260**
Hourly Total	306	72	0	9	**387**	0	120	403	0	**523**	0	**0**	0	130	0	40	48	**218**	0	**1128**
5:00PM	66	13	0	5	**84**	0	31	76	0	**107**	0	**0**	0	20	0	6	14	**40**	0	**231**
5:15PM	46	10	0	2	**58**	0	14	81	0	**95**	0	**0**	0	22	0	6	15	**43**	0	**196**
5:30PM	49	10	0	2	**61**	0	14	71	0	**85**	0	**0**	0	29	0	13	14	**56**	0	**202**
5:45PM	44	16	0	1	**61**	0	18	55	0	**73**	0	**0**	0	25	0	5	10	**40**	0	**174**
Hourly Total	205	49	0	10	**264**	0	77	283	0	**360**	0	**0**	0	96	0	30	53	**179**	0	**803**
6:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	511	121	0	19	**651**	0	197	686	0	**883**	0	**0**	0	226	0	70	101	**397**	0	**1931**
% Approach	78.5%	18.6%	0%	2.9%	**-**	-	22.3%	77.7%	0%	**-**	-	**-**	-	56.9%	0%	17.6%	25.4%	**-**	-	**-**
% Total	26.5%	6.3%	0%	1.0%	**33.7%**	-	10.2%	35.5%	0%	**45.7%**	-	**0%**	-	11.7%	0%	3.6%	5.2%	**20.6%**	-	**-**
Lights	504	120	0	19	**643**	-	196	685	0	**881**	-	**0**	-	217	0	69	101	**387**	-	1911
% Lights	98.6%	99.2%	0%	100%	**98.8%**	-	99.5%	99.9%	0%	**99.8%**	-	**-**	-	96.0%	0%	98.6%	100%	**97.5%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	3	1	0	0	**4**	-	1	1	0	**2**	-	**0**	-	0	0	1	0	**1**	-	7
% Articulated Trucks and Single-Unit Trucks	0.6%	0.8%	0%	0%	**0.6%**	-	0.5%	0.1%	0%	**0.2%**	-	**-**	-	0%	0%	1.4%	0%	**0.3%**	-	0.4%
Buses	4	0	0	0	**4**	-	0	0	0	**0**	-	**0**	-	9	0	0	0	**9**	-	13
% Buses	0.8%	0%	0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	**-**	-	4.0%	0%	0%	0%	**2.3%**	-	0.7%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



124-017: Highbridge Rd & I-890 Exit 8 SB Ram... - TMC

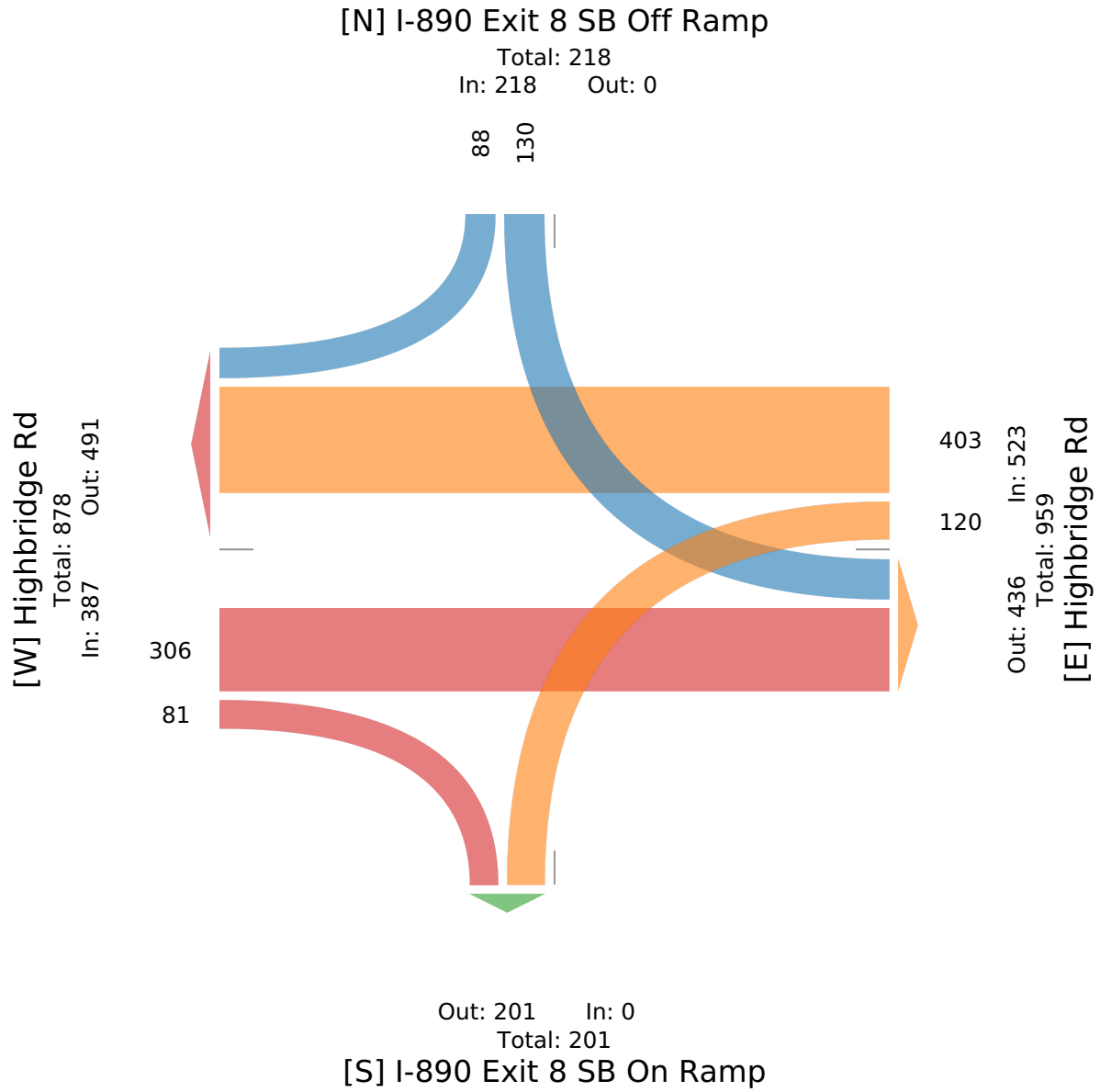
Wed Mar 20, 2024
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1166512, Location: 42.770936, -73.927459, Site Code: 124-017

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US

Leg Direction	Highbridge Rd Eastbound						Highbridge Rd Westbound					I-890 Exit 8 SB On Ramp Northbound		I-890 Exit 8 SB Off Ramp Southbound					
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**App**	Ped*	L	T	R	RR	**App**	Ped*	**Int**
2024-03-20 4:00PM	71	12	0	1	**84**	0	26	80	0	**106**	0	**0**	0	31	0	6	8	**45**	0	**235**
4:15PM	65	15	0	2	**82**	0	35	114	0	**149**	0	**0**	0	35	0	12	12	**59**	0	**290**
4:30PM	111	28	0	5	**144**	0	27	111	0	**138**	0	**0**	0	31	0	14	16	**61**	0	**343**
4:45PM	59	17	0	1	**77**	0	32	98	0	**130**	0	**0**	0	33	0	8	12	**53**	0	**260**
Total	306	72	0	9	**387**	0	120	403	0	**523**	0	**0**	0	130	0	40	48	**218**	0	**1128**
% Approach	79.1%	18.6%	0%	2.3%	**-**	-	22.9%	77.1%	0%	**-**	-	**-**	-	59.6%	0%	18.3%	22.0%	**-**	-	-
% Total	27.1%	6.4%	0%	0.8%	**34.3%**	-	10.6%	35.7%	0%	**46.4%**	-	**0%**	-	11.5%	0%	3.5%	4.3%	**19.3%**	-	-
PHF	0.689	0.643	-	0.450	**0.672**	-	0.857	0.884	-	**0.878**	-	**-**	-	0.929	-	0.714	0.750	**0.893**	-	0.822
Lights	301	71	0	9	**381**	-	120	403	0	**523**	-	**0**	-	122	0	39	48	**209**	-	1113
% Lights	98.4%	98.6%	0%	100%	**98.4%**	-	100%	100%	0%	**100%**	-	**-**	-	93.8%	0%	97.5%	100%	**95.9%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	2	1	0	0	**3**	-	0	0	0	**0**	-	**0**	-	0	0	1	0	**1**	-	4
% Articulated Trucks and Single-Unit Trucks	0.7%	1.4%	0%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	2.5%	0%	**0.5%**	-	0.4%
Buses	3	0	0	0	**3**	-	0	0	0	**0**	-	**0**	-	8	0	0	0	**8**	-	11
% Buses	1.0%	0%	0%	0%	**0.8%**	-	0%	0%	0%	**0%**	-	**-**	-	6.2%	0%	0%	0%	**3.7%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	0	0	**0**	-	**0**	-	0	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Provided by: Creighton Manning Engineering, LLP
2 Winners Circle, Albany, NY, 12205, US



TRI-STATE TRAFFIC DATA

TSTData.com

Summary

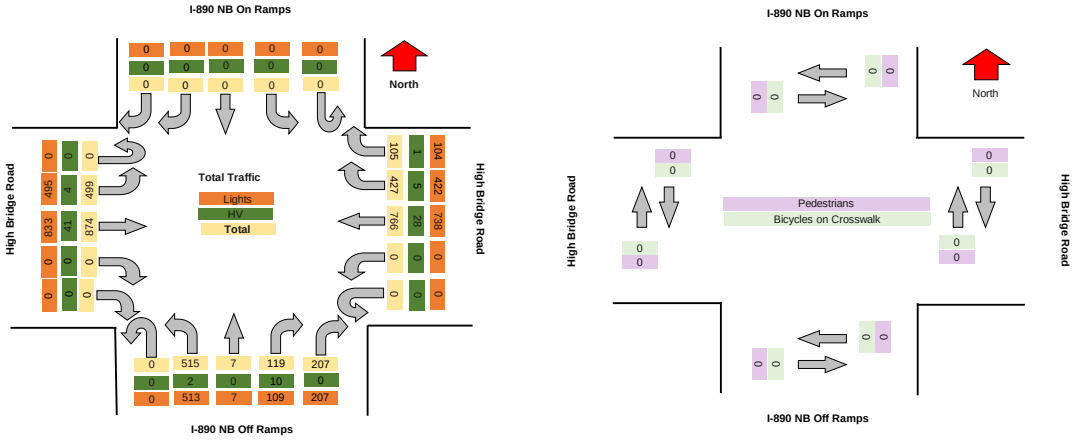
Project	Creighton Manning
Project Code	11765
Site Name	I-890 NB Ramps & High Bridge
Legs and Movements	All Processed Legs & Movemer
Bin Size	15 minutes
Survey Date	2024/02/15, Thursday
Location	I-890 NB Ramps & High Bridge
Latitude and Longitude	42.771214, -73.925796

	Start	End	PHF
AM Peak	2024/02/15 07:30:00	2024/02/15 08:30:00	0.92
PM Peak	2024/02/15 16:15:00	2024/02/15 17:15:00	0.93

Turning Movement Data

Leg	High Bridge Road								High Bridge Road								I-890 NB Off Ramps								I-890 NB On Ramps								
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	19	37	0	0	0	**56**	0	0	0	40	26	1	0	**67**	0	0	9	1	3	6	0	**19**	0	0	0	0	0	0	**0**	0	0	**142**
7:15:00 AM	23	36	0	0	0	**59**	0	0	0	50	32	3	0	**85**	0	0	12	0	2	6	0	**20**	0	0	0	0	0	0	**0**	0	0	**164**
7:30:00 AM	30	59	0	0	0	**89**	0	0	0	44	25	4	0	**73**	0	0	17	0	8	9	0	**34**	0	0	0	0	0	0	**0**	0	0	**196**
7:45:00 AM	41	61	0	0	0	**102**	0	0	0	35	21	6	0	**62**	0	0	17	0	4	14	0	**35**	0	0	0	0	0	0	**0**	0	0	**199**
Hourly Total	113	193	0	0	0	**306**	0	0	0	169	104	14	0	**287**	0	0	55	1	17	35	0	**108**	0	0	0	0	0	0	**0**	0	0	**701**
8:00:00 AM	39	72	0	0	0	**111**	0	0	0	45	28	5	0	**78**	0	0	13	0	9	18	0	**40**	0	0	0	0	0	0	**0**	0	0	**229**
8:15:00 AM	35	60	0	0	0	**95**	0	0	0	59	32	7	0	**98**	0	0	8	0	10	21	0	**39**	0	0	0	0	0	0	**0**	0	0	**232**
8:30:00 AM	18	65	0	0	0	**83**	0	0	0	45	26	4	0	**75**	0	0	9	0	3	8	0	**20**	0	0	0	0	0	0	**0**	0	0	**178**
8:45:00 AM	31	29	0	0	0	**60**	0	0	0	30	22	6	0	**58**	0	0	18	1	4	8	0	**31**	0	0	0	0	0	0	**0**	0	0	**149**
Hourly Total	123	226	0	0	0	**349**	0	0	0	179	108	22	0	**309**	0	0	48	1	26	55	0	**130**	0	0	0	0	0	0	**0**	0	0	**788**
4:00:00 PM	40	47	0	0	0	**87**	0	0	0	55	24	7	0	**86**	0	0	35	2	14	9	0	**60**	0	0	0	0	0	0	**0**	0	0	**233**
4:15:00 PM	32	65	0	0	0	**97**	0	0	0	42	24	13	0	**79**	0	0	72	1	19	16	0	**108**	0	0	0	0	0	0	**0**	0	0	**284**
4:30:00 PM	47	70	0	0	0	**117**	0	0	0	59	37	9	0	**105**	0	0	56	0	13	10	0	**79**	0	0	0	0	0	0	**0**	0	0	**301**
4:45:00 PM	31	73	0	0	0	**104**	0	0	0	62	33	11	0	**106**	0	0	67	1	15	16	0	**99**	0	0	0	0	0	0	**0**	0	0	**309**
Hourly Total	150	255	0	0	0	**405**	0	0	0	218	118	40	0	**376**	0	0	230	4	61	51	0	**346**	0	0	0	0	0	0	**0**	0	0	**1127**
5:00:00 PM	41	48	0	0	0	**89**	0	0	0	55	31	8	0	**94**	0	0	46	1	8	19	0	**74**	0	0	0	0	0	0	**0**	0	0	**257**
5:15:00 PM	26	56	0	0	0	**82**	0	0	0	64	23	9	0	**96**	0	0	70	0	3	17	0	**90**	0	0	0	0	0	0	**0**	0	0	**268**
5:30:00 PM	25	51	0	0	0	**76**	0	0	0	42	24	8	0	**74**	0	0	40	0	2	18	0	**60**	0	0	0	0	0	0	**0**	0	0	**210**
5:45:00 PM	21	45	0	0	0	**66**	0	0	0	39	19	4	0	**62**	0	0	26	0	2	12	0	**40**	0	0	0	0	0	0	**0**	0	0	**168**
Hourly Total	113	200	0	0	0	**313**	0	0	0	200	97	29	0	**326**	0	0	182	1	15	66	0	**264**	0	0	0	0	0	0	**0**	0	0	**903**
Grand Total	499	874	0	0	0	**1373**	0	0	0	766	427	105	0	**1298**	0	0	515	7	119	207	0	**848**	0	0	0	0	0	0	**0**	0	0	**3519**
% Approach	36.3%	63.7%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	59.0%	32.9%	8.1%	0.0%	**0.0%**	0.0%	0.0%	60.7%	0.8%	14.0%	24.4%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	14.2%	24.8%	0.0%	0.0%	0.0%	**39.0%**	0.0%	0.0%	0.0%	21.8%	12.1%	3.0%	0.0%	**36.9%**	0.0%	0.0%	14.6%	0.2%	3.4%	5.9%	0.0%	**24.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Lights	495	833	0	0	0	**1328**	0	0	0	738	422	104	0	**1264**	0	0	513	7	109	207	0	**836**	0	0	0	0	0	0	**0**	0	0	**3428**
% Lights	99.2%	95.3%	0.0%	0.0%	0.0%	**96.7%**	0.0%	0.0%	0.0%	96.3%	98.8%	99.0%	0.0%	**97.4%**	0.0%	0.0%	99.6%	100.0%	91.6%	100.0%	0.0%	**98.6%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**97.4%**
Hv	4	41	0	0	0	**45**	0	0	0	28	5	1	0	**34**	0	0	2	0	10	0	0	**12**	0	0	0	0	0	0	**0**	0	0	**91**
%HV	0.8%	4.7%	0.0%	0.0%	0.0%	**3.3%**	0.0%	0.0%	0.0%	3.7%	1.2%	1.0%	0.0%	**2.6%**	0.0%	0.0%	0.4%	0.0%	8.4%	0.0%	0.0%	**1.4%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**2.6%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
%Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	0	0
%Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot

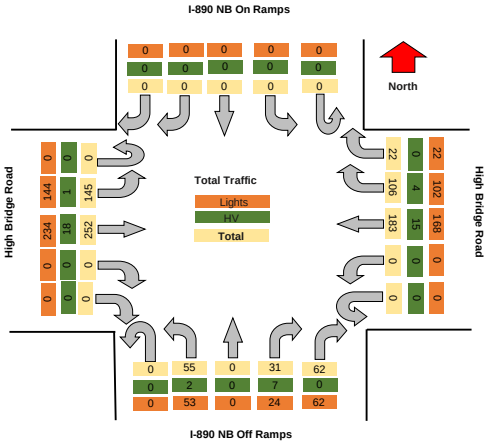


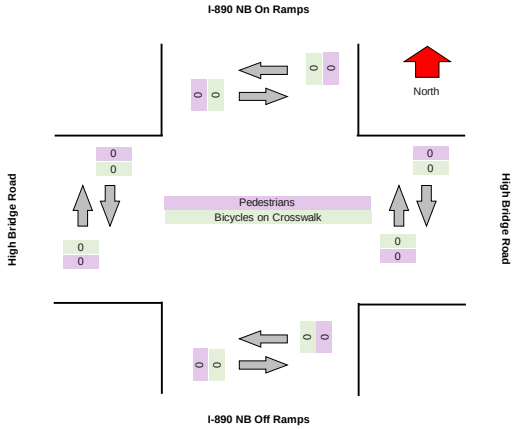
Summary

Turning Movement Peak Hour Data (AM)

7:30:00 AM

Leg	High Bridge Road								High Bridge Road								I-890 NB Off Ramps								I-890 NB On Ramps								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
7:30:00 AM	30	59	0	0	0	**89**	0	0	0	44	25	4	0	**73**	0	0	17	0	8	9	0	**34**	0	0	0	0	0	0	0	**0**	0	0	**196**
7:45:00 AM	41	61	0	0	0	**102**	0	0	0	35	21	6	0	**62**	0	0	17	0	4	14	0	**35**	0	0	0	0	0	0	0	**0**	0	0	**199**
8:00:00 AM	39	72	0	0	0	**111**	0	0	0	45	28	5	0	**78**	0	0	13	0	9	18	0	**40**	0	0	0	0	0	0	0	**0**	0	0	**229**
8:15:00 AM	35	60	0	0	0	**95**	0	0	0	59	32	7	0	**98**	0	0	8	0	10	21	0	**39**	0	0	0	0	0	0	0	**0**	0	0	**232**
Grand Total	145	252	0	0	0	**397**	0	0	0	183	106	22	0	**311**	0	0	55	0	31	62	0	**148**	0	0	0	0	0	0	0	**0**	0	0	**856**
% Approach	36.5%	63.5%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	58.8%	34.1%	7.1%	0.0%	**0.0%**	0.0%	0.0%	37.2%	0.0%	20.9%	41.9%	0.0%	**0.0%**	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	
% Total	16.9%	29.4%	0.0%	0.0%	0.0%	**46.4%**	0.0%	0.0%	0.0%	21.4%	12.4%	2.6%	0.0%	**36.3%**	0.0%	0.0%	6.4%	0.0%	3.6%	7.2%	0.0%	**17.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
PHF	0.884	0.875	0.000	0.000	0.000	**0.894**	0.000	0.000	0.000	0.775	0.828	0.786	0.000	**0.793**	0.000	0.000	0.809	0.000	0.775	0.738	0.000	**0.925**	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	**0.922**
Lights	144	234	0	0	0	**378**	0	0	0	168	102	22	0	**292**	0	0	53	0	24	62	0	**139**	0	0	0	0	0	0	0	**0**	0	0	**809**
% Lights	99.3%	92.9%	0.0%	0.0%	0.0%	**95.2%**	0.0%	0.0%	0.0%	91.8%	96.2%	100.0%	0.0%	**93.9%**	0.0%	0.0%	96.4%	0.0%	77.4%	100.0%	0.0%	**93.9%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**94.5%**
HV	1	18	0	0	0	**19**	0	0	0	15	4	0	0	**19**	0	0	2	0	7	0	0	**9**	0	0	0	0	0	0	0	**0**	0	0	**47**
% HV	0.7%	7.1%	0.0%	0.0%	0.0%	**4.8%**	0.0%	0.0%	0.0%	8.2%	3.8%	0.0%	0.0%	**6.1%**	0.0%	0.0%	3.6%	0.0%	22.6%	0.0%	0.0%	**6.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**5.5%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA

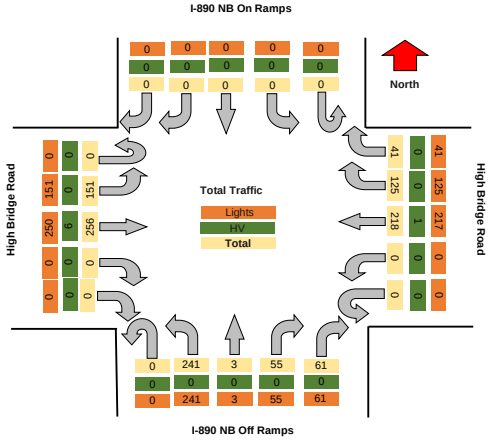
TSTData.com

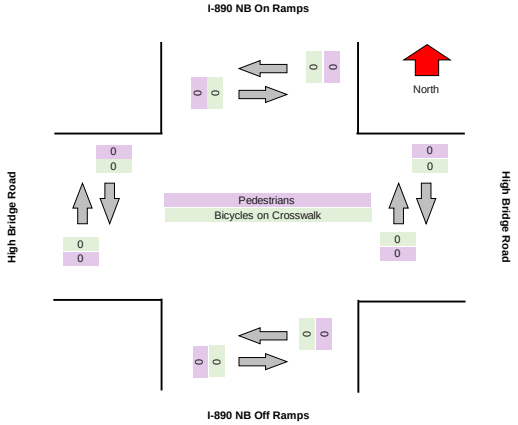
Summary

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	High Bridge Road							High Bridge Road							I-890 NB Off Ramps							I-890 NB On Ramps							Total
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	32	65	0	0	0	**97**	0	0	0	42	24	13	0	**79**	0	0	72	1	19	16	0	**108**	0	0	0	0	0	0	0	**0**	0	0	**284**
4:30:00 PM	47	70	0	0	0	**117**	0	0	0	59	37	9	0	**105**	0	0	56	0	13	10	0	**79**	0	0	0	0	0	0	0	**0**	0	0	**301**
4:45:00 PM	31	73	0	0	0	**104**	0	0	0	62	33	11	0	**106**	0	0	67	1	15	16	0	**99**	0	0	0	0	0	0	0	**0**	0	0	**309**
5:00:00 PM	41	48	0	0	0	**89**	0	0	0	55	31	8	0	**94**	0	0	46	1	8	19	0	**74**	0	0	0	0	0	0	0	**0**	0	0	**257**
Grand Total	151	256	0	0	0	**407**	0	0	0	218	125	41	0	**384**	0	0	241	3	55	61	0	**360**	0	0	0	0	0	0	0	**0**	0	0	**1151**
% Approach	37.1%	62.9%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	56.8%	32.6%	10.7%	0.0%	**0.0%**	0.0%	0.0%	66.9%	0.8%	15.3%	16.9%	0.0%	**0.0%**	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	**0.0%**	0.0%	0.0%	
% Total	13.1%	22.2%	0.0%	0.0%	0.0%	**35.4%**	0.0%	0.0%	0.0%	18.9%	10.9%	3.6%	0.0%	**33.4%**	0.0%	0.0%	20.9%	0.3%	4.8%	5.3%	0.0%	**31.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	
PHF	0.803	0.877	0.000	0.000	0.000	**0.870**	0.000	0.000	0.000	0.879	0.845	0.788	0.000	**0.906**	0.000	0.000	0.837	0.750	0.724	0.803	0.000	**0.833**	0.000	0.000	0.000	0.000	0.000	0.000	0.000	**0.000**	0.000	0.000	**0.931**
Lights	151	250	0	0	0	**401**	0	0	0	217	125	41	0	**383**	0	0	241	3	55	61	0	**360**	0	0	0	0	0	0	0	**0**	0	0	**1144**
% Lights	100.0%	97.7%	0.0%	0.0%	0.0%	**98.5%**	0.0%	0.0%	0.0%	99.5%	100.0%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**99.4%**
HV	0	6	0	0	0	**6**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	**7**
% HV	0.0%	2.3%	0.0%	0.0%	0.0%	**1.5%**	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.6%**
Pedestrians	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

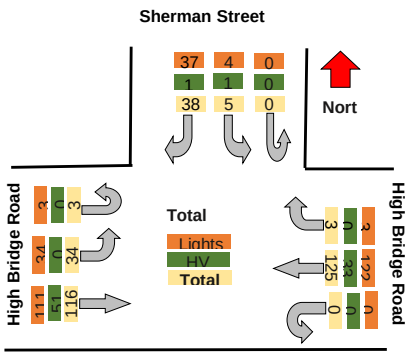
Project	Creighton Manning
Project Code	11765
Site Name	High Bridge Road & Sherman S
Legs and Movements	All Processed Legs & Movemer
Bin Size	15 minutes
Survey Date	2024/02/15, Thursday
Location	High Bridge Road & Sherman S
Latitude and Longitude	42.771132, -73.924424

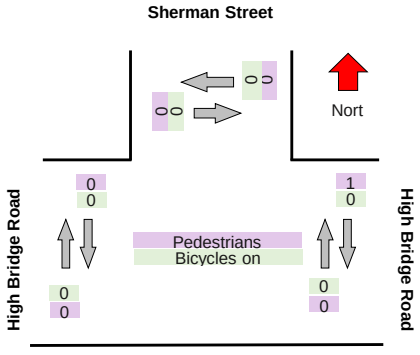
	Start	End	PHF
AM Peak	2024/02/15 07:45:00	2024/02/15 08:45:00	0.86
PM Peak	2024/02/15 16:15:00	2024/02/15 17:15:00	0.92

Turning Movement Data

Leg	High Bridge Road						High Bridge Road						Sherman Street						
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	1	45	0	**46**	0	0	64	0	0	**64**	0	0	0	4	0	**4**	0	0	**114**
7:15:00 AM	2	42	0	**44**	0	0	82	0	0	**82**	0	0	0	2	0	**2**	0	0	**128**
7:30:00 AM	1	75	0	**76**	0	0	70	0	0	**70**	0	0	0	3	0	**3**	0	0	**149**
7:45:00 AM	1	77	1	**79**	0	0	59	0	0	**59**	0	0	0	2	0	**2**	0	0	**140**
Hourly Total	5	239	1	**245**	0	0	275	0	0	**275**	0	0	0	11	0	**11**	0	0	**531**
8:00:00 AM	1	98	0	**99**	0	0	75	1	0	**76**	0	0	1	3	0	**4**	0	0	**179**
8:15:00 AM	1	89	0	**90**	0	0	97	1	0	**98**	0	0	2	3	0	**5**	0	0	**193**
8:30:00 AM	2	75	0	**77**	0	0	71	0	0	**71**	0	0	0	2	0	**2**	0	0	**150**
8:45:00 AM	2	39	0	**41**	0	0	56	0	0	**56**	0	0	0	2	0	**2**	0	0	**99**
Hourly Total	6	301	0	**307**	0	0	299	2	0	**301**	0	0	3	10	0	**13**	0	0	**621**
4:00:00 PM	3	66	1	**70**	0	0	82	0	0	**82**	0	0	0	3	0	**3**	0	0	**155**
4:15:00 PM	2	96	0	**98**	0	0	79	0	0	**79**	0	0	1	0	0	**1**	0	0	**178**
4:30:00 PM	2	93	0	**95**	0	0	98	0	0	**98**	0	0	1	8	0	**9**	0	0	**202**
4:45:00 PM	2	100	0	**102**	0	0	104	0	0	**104**	0	0	0	1	0	**1**	0	0	**207**
Hourly Total	9	355	1	**365**	0	0	363	0	0	**363**	0	0	2	12	0	**14**	0	0	**742**
5:00:00 PM	3	74	0	**77**	0	0	92	1	0	**93**	0	0	0	2	0	**2**	0	0	**172**
5:15:00 PM	5	71	0	**76**	0	0	95	0	0	**95**	0	0	0	1	0	**1**	0	0	**172**
5:30:00 PM	3	67	0	**70**	0	0	73	0	0	**73**	0	0	0	1	0	**1**	0	0	**144**
5:45:00 PM	3	56	1	**60**	0	0	60	0	0	**60**	1	0	0	1	0	**1**	0	0	**121**
Hourly Total	14	268	1	**283**	0	0	320	1	0	**321**	1	0	0	5	0	**5**	0	0	**609**
Grand Total	34	1163	3	**1200**	0	0	1257	3	0	**1260**	1	0	5	38	0	**43**	0	0	**2503**
% Approach	2.8%	96.9%	0.3%	**0.0%**	0.0%	0.0%	99.8%	0.2%	0.0%	**0.0%**	0.0%	0.0%	11.6%	88.4%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	1.4%	46.5%	0.1%	**47.9%**	0.0%	0.0%	50.2%	0.1%	0.0%	**50.3%**	0.0%	0.0%	0.2%	1.5%	0.0%	**1.7%**	0.0%	0.0%	**0.0%**
Lights	34	1112	3	**1149**	0	0	1224	3	0	**1227**	0	0	4	37	0	**41**	0	0	**2417**
% Lights	100.0%	95.6%	100.0%	**95.8%**	0.0%	0.0%	97.4%	100.0%	0.0%	**97.4%**	0.0%	0.0%	80.0%	97.4%	0.0%	**95.3%**	0.0%	0.0%	**96.6%**
Hv	0	51	0	**51**	0	0	33	0	0	**33**	0	0	1	1	0	**2**	0	0	**86**
% HV	0.0%	4.4%	0.0%	**4.3%**	0.0%	0.0%	2.6%	0.0%	0.0%	**2.6%**	0.0%	0.0%	20.0%	2.6%	0.0%	**4.7%**	0.0%	0.0%	**3.4%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	100.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot



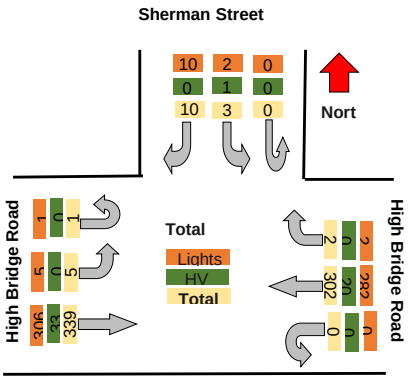


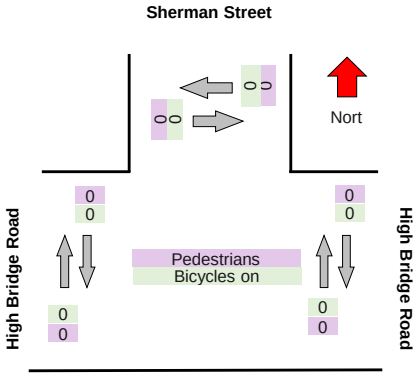
TSTData.com

Turning Movement Peak Hour Data (AM)

7:45:00 AM

Leg	High Bridge Road						High Bridge Road						Sherman Street						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:45:00 AM	1	77	1	**79**	0	0	59	0	0	**59**	0	0	0	2	0	**2**	0	0	**140**
8:00:00 AM	1	98	0	**99**	0	0	75	1	0	**76**	0	0	1	3	0	**4**	0	0	**179**
8:15:00 AM	1	89	0	**90**	0	0	97	1	0	**98**	0	0	2	3	0	**5**	0	0	**193**
8:30:00 AM	2	75	0	**77**	0	0	71	0	0	**71**	0	0	0	2	0	**2**	0	0	**150**
Grand Total	5	339	1	**345**	0	0	302	2	0	**304**	0	0	3	10	0	**13**	0	0	**662**
% Approach	1.4%	98.3%	0.3%	**0.0%**	0.0%	0.0%	99.3%	0.7%	0.0%	**0.0%**	0.0%	0.0%	23.1%	76.9%	0.0%	**0.0%**	0.0%	0.0%	
% Total	0.8%	51.2%	0.2%	**52.1%**	0.0%	0.0%	45.6%	0.3%	0.0%	**45.9%**	0.0%	0.0%	0.5%	1.5%	0.0%	**2.0%**	0.0%	0.0%	
PHF	0.625	0.865	0.250	**0.871**	0.000	0.000	0.778	0.500	0.000	**0.776**	0.000	0.000	0.375	0.833	0.000	**0.650**	0.000	0.000	**0.858**
Lights	5	306	1	**312**	0	0	282	2	0	**284**	0	0	2	10	0	**12**	0	0	**608**
% Lights	100.0%	90.3%	100.0%	**90.4%**	0.0%	0.0%	93.4%	100.0%	0.0%	**93.4%**	0.0%	0.0%	66.7%	100.0%	0.0%	**92.3%**	0.0%	0.0%	**91.8%**
HV	0	33	0	**33**	0	0	20	0	0	**20**	0	0	1	0	0	**1**	0	0	**54**
% HV	0.0%	9.7%	0.0%	**9.6%**	0.0%	0.0%	6.6%	0.0%	0.0%	**6.6%**	0.0%	0.0%	33.3%	0.0%	0.0%	**7.7%**	0.0%	0.0%	**8.2%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





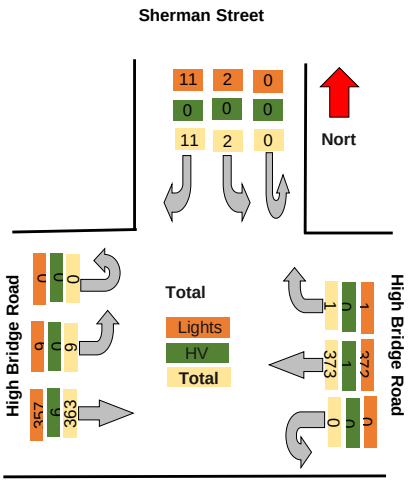
TRI-STATE TRAFFIC DATA

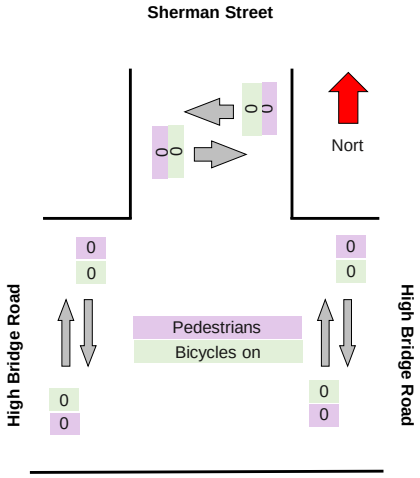
TSTData.com

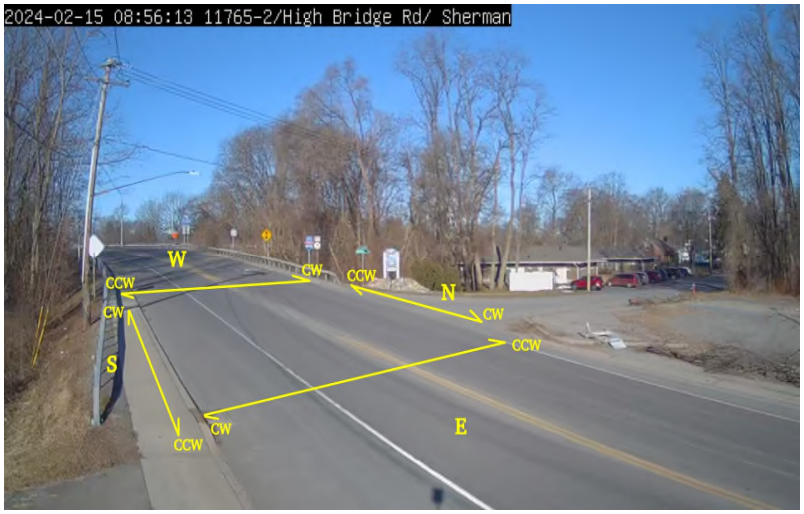
Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	High Bridge Road						High Bridge Road						Sherman Street						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	2	96	0	**98**	0	0	79	0	0	**79**	0	0	1	0	0	**1**	0	0	**178**
4:30:00 PM	2	93	0	**95**	0	0	98	0	0	**98**	0	0	1	8	0	**9**	0	0	**202**
4:45:00 PM	2	100	0	**102**	0	0	104	0	0	**104**	0	0	0	1	0	**1**	0	0	**207**
5:00:00 PM	3	74	0	**77**	0	0	92	1	0	**93**	0	0	0	2	0	**2**	0	0	**172**
Grand Total	9	363	0	**372**	0	0	373	1	0	**374**	0	0	2	11	0	**13**	0	0	**759**
% Approach	2.4%	97.6%	0.0%	**0.0%**	0.0%	0.0%	99.7%	0.3%	0.0%	**0.0%**	0.0%	0.0%	15.4%	84.6%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.2%	47.8%	0.0%	**49.0%**	0.0%	0.0%	49.1%	0.1%	0.0%	**49.3%**	0.0%	0.0%	0.3%	1.4%	0.0%	**1.7%**	0.0%	0.0%	
PHF	0.750	0.908	0.000	**0.912**	0.000	0.000	0.897	0.250	0.000	**0.899**	0.000	0.000	0.500	0.344	0.000	**0.361**	0.000	0.000	**0.917**
Lights	9	357	0	**366**	0	0	372	1	0	**373**	0	0	2	11	0	**13**	0	0	**752**
% Lights	100.0%	98.3%	0.0%	**98.4%**	0.0%	0.0%	99.7%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.1%**
HV	0	6	0	**6**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	**7**
% HV	0.0%	1.7%	0.0%	**1.6%**	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**







TSTData.com

Summary

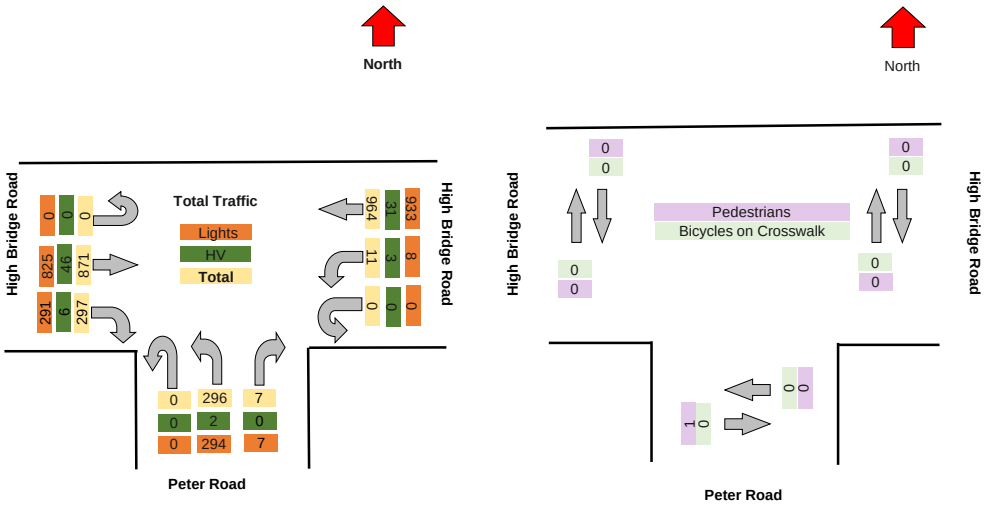
Project	Creighton Manning
Project Code	11765
Site Name	High Bridge Road & Peter Road
Legs and Movements	All Processed Legs & Movemen
Bin Size	15 minutes
Survey Date	2024/02/15, Thursday
Location	High Bridge Road & Peter Road
Latitude and Longitude	42.771021, -73.923649

	Start	End	PHF
AM Peak	2024/02/15 07:45:00	2024/02/15 08:45:00	0.86
PM Peak	2024/02/15 16:15:00	2024/02/15 17:15:00	0.92

Turning Movement Data

Leg	High Bridge Road						High Bridge Road						Peter Road						
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	38	7	0	**45**	0	0	0	40	0	**40**	0	0	24	0	0	**24**	0	0	**109**
7:15:00 AM	32	10	0	**42**	0	0	0	54	0	**54**	0	0	28	0	0	**28**	0	0	**124**
7:30:00 AM	61	14	0	**75**	0	0	0	53	0	**53**	0	0	17	0	0	**17**	0	0	**145**
7:45:00 AM	72	5	0	**77**	0	0	2	40	0	**42**	0	0	19	0	0	**19**	0	0	**138**
Hourly Total	203	36	0	**239**	0	0	2	187	0	**189**	0	0	88	0	0	**88**	0	0	**516**
8:00:00 AM	82	17	0	**99**	0	0	3	56	0	**59**	0	0	20	1	0	**21**	0	0	**179**
8:15:00 AM	68	23	0	**91**	0	0	0	80	0	**80**	0	0	18	1	0	**19**	0	0	**190**
8:30:00 AM	59	16	0	**75**	0	0	0	57	0	**57**	0	0	14	0	0	**14**	0	0	**146**
8:45:00 AM	30	9	0	**39**	0	0	0	44	0	**44**	0	0	12	0	0	**12**	0	0	**95**
Hourly Total	239	65	0	**304**	0	0	3	237	0	**240**	0	0	64	2	0	**66**	0	0	**610**
4:00:00 PM	47	18	0	**65**	0	0	2	63	0	**65**	0	0	19	0	0	**19**	0	0	**149**
4:15:00 PM	73	25	0	**98**	0	0	0	62	0	**62**	0	0	17	1	0	**18**	0	0	**178**
4:30:00 PM	68	26	0	**94**	0	0	0	78	0	**78**	0	0	21	1	0	**22**	0	0	**194**
4:45:00 PM	68	31	0	**99**	0	0	0	82	0	**82**	0	0	21	1	0	**22**	0	0	**203**
Hourly Total	256	100	0	**356**	0	0	2	285	0	**287**	0	0	78	3	0	**81**	0	0	**724**
5:00:00 PM	52	23	0	**75**	0	0	1	77	0	**78**	0	0	16	0	0	**16**	0	0	**169**
5:15:00 PM	43	27	0	**70**	0	0	0	76	0	**76**	0	0	19	1	0	**20**	0	0	**166**
5:30:00 PM	43	25	0	**68**	0	0	2	62	0	**64**	0	0	12	0	0	**12**	0	0	**144**
5:45:00 PM	35	21	0	**56**	0	0	1	40	0	**41**	0	0	19	1	0	**20**	0	1	**117**
Hourly Total	173	96	0	**269**	0	0	4	255	0	**259**	0	0	66	2	0	**68**	0	1	**596**
Grand Total	871	297	0	**1168**	0	0	11	964	0	**975**	0	0	296	7	0	**303**	0	1	**2446**
% Approach	74.6%	25.4%	0.0%	**0.0%**	0.0%	0.0%	1.1%	98.9%	0.0%	**0.0%**	0.0%	0.0%	97.7%	2.3%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	35.6%	12.1%	0.0%	**47.8%**	0.0%	0.0%	0.4%	39.4%	0.0%	**39.9%**	0.0%	0.0%	12.1%	0.3%	0.0%	**12.4%**	0.0%	0.0%	**0.0%**
Lights	825	291	0	**1116**	0	0	8	933	0	**941**	0	0	294	7	0	**301**	0	0	**2358**
% Lights	94.7%	98.0%	0.0%	**95.5%**	0.0%	0.0%	72.7%	96.8%	0.0%	**96.5%**	0.0%	0.0%	99.3%	100.0%	0.0%	**99.3%**	0.0%	0.0%	**96.4%**
Hv	46	6	0	**52**	0	0	3	31	0	**34**	0	0	2	0	0	**2**	0	0	**88**
% HV	5.3%	2.0%	0.0%	**4.5%**	0.0%	0.0%	27.3%	3.2%	0.0%	**3.5%**	0.0%	0.0%	0.7%	0.0%	0.0%	**0.7%**	0.0%	0.0%	**3.6%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	100.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot



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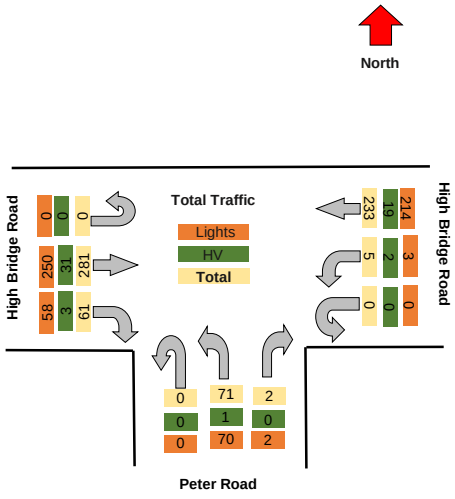
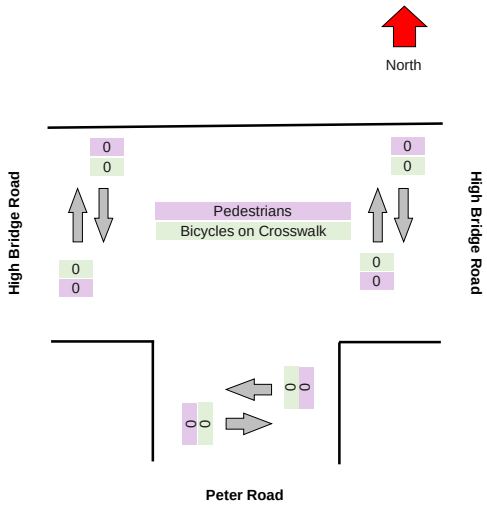
Summary

Turning Movement Peak Hour Data (AM)

7:45:00 AM

Leg	High Bridge Road						High Bridge Road						Peter Road						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:45:00 AM	72	5	0	**77**	0	0	2	40	0	**42**	0	0	19	0	0	**19**	0	0	**138**
8:00:00 AM	82	17	0	**99**	0	0	3	56	0	**59**	0	0	20	1	0	**21**	0	0	**179**
8:15:00 AM	68	23	0	**91**	0	0	0	80	0	**80**	0	0	18	1	0	**19**	0	0	**190**
8:30:00 AM	59	16	0	**75**	0	0	0	57	0	**57**	0	0	14	0	0	**14**	0	0	**146**
Grand Total	281	61	0	**342**	0	0	5	233	0	**238**	0	0	71	2	0	**73**	0	0	**653**
% Approach	82.2%	17.8%	0.0%	**0.0%**	0.0%	0.0%	2.1%	97.9%	0.0%	**0.0%**	0.0%	0.0%	97.3%	2.7%	0.0%	**0.0%**	0.0%	0.0%	
% Total	43.0%	9.3%	0.0%	**52.4%**	0.0%	0.0%	0.8%	35.7%	0.0%	**36.4%**	0.0%	0.0%	10.9%	0.3%	0.0%	**11.2%**	0.0%	0.0%	
PHF	0.857	0.663	0.000	**0.864**	0.000	0.000	0.417	0.728	0.000	**0.744**	0.000	0.000	0.888	0.500	0.000	**0.869**	0.000	0.000	**0.859**
Lights	250	58	0	**308**	0	0	3	214	0	**217**	0	0	70	2	0	**72**	0	0	**597**
% Lights	89.0%	95.1%	0.0%	**90.1%**	0.0%	0.0%	60.0%	91.8%	0.0%	**91.2%**	0.0%	0.0%	98.6%	100.0%	0.0%	**98.6%**	0.0%	0.0%	**91.4%**
HV	31	3	0	**34**	0	0	2	19	0	**21**	0	0	1	0	0	**1**	0	0	**56**
% HV	11.0%	4.9%	0.0%	**9.9%**	0.0%	0.0%	40.0%	8.2%	0.0%	**8.8%**	0.0%	0.0%	1.4%	0.0%	0.0%	**1.4%**	0.0%	0.0%	**8.6%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





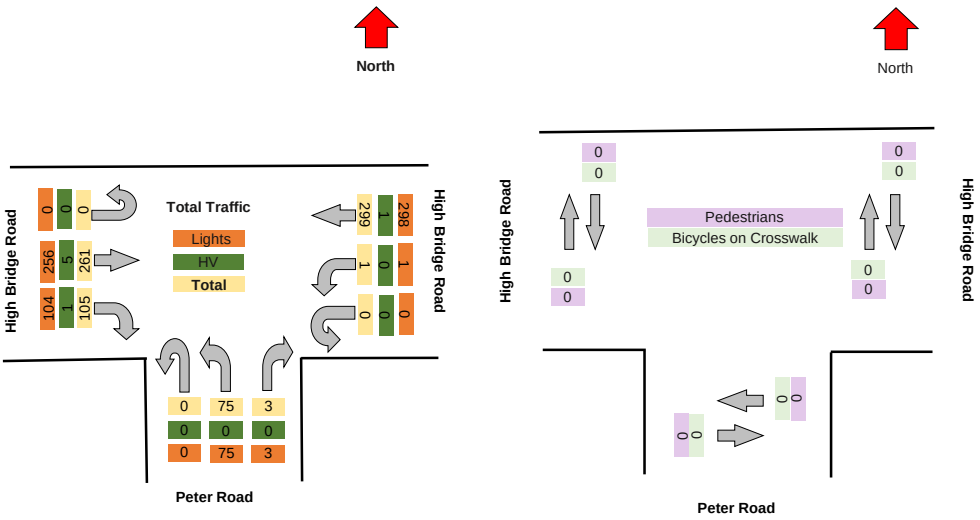
TSTData.com

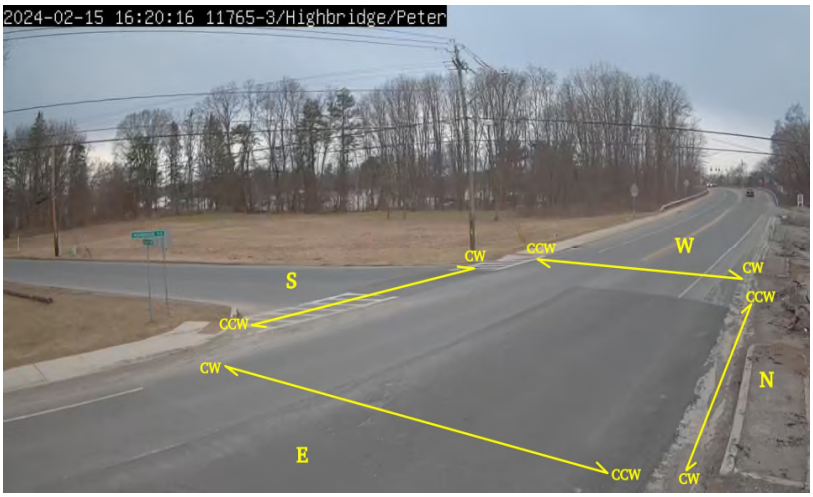
Summary

Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	High Bridge Road						High Bridge Road						Peter Road						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	73	25	0	**98**	0	0	0	62	0	**62**	0	0	17	1	0	**18**	0	0	**178**
4:30:00 PM	68	26	0	**94**	0	0	0	78	0	**78**	0	0	21	1	0	**22**	0	0	**194**
4:45:00 PM	68	31	0	**99**	0	0	0	82	0	**82**	0	0	21	1	0	**22**	0	0	**203**
5:00:00 PM	52	23	0	**75**	0	0	1	77	0	**78**	0	0	16	0	0	**16**	0	0	**169**
Grand Total	261	105	0	**366**	0	0	1	299	0	**300**	0	0	75	3	0	**78**	0	0	**744**
% Approach	71.3%	28.7%	0.0%	**0.0%**	0.0%	0.0%	0.3%	99.7%	0.0%	**0.0%**	0.0%	0.0%	96.2%	3.8%	0.0%	**0.0%**	0.0%	0.0%	
% Total	35.1%	14.1%	0.0%	**49.2%**	0.0%	0.0%	0.1%	40.2%	0.0%	**40.3%**	0.0%	0.0%	10.1%	0.4%	0.0%	**10.5%**	0.0%	0.0%	
PHF	0.894	0.847	0.000	**0.924**	0.000	0.000	0.250	0.912	0.000	**0.915**	0.000	0.000	0.893	0.750	0.000	**0.886**	0.000	0.000	**0.916**
Lights	256	104	0	**360**	0	0	1	298	0	**299**	0	0	75	3	0	**78**	0	0	**737**
% Lights	98.1%	99.0%	0.0%	**98.4%**	0.0%	0.0%	100.0%	99.7%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**99.1%**
HV	5	1	0	**6**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	0	**7**
% HV	1.9%	1.0%	0.0%	**1.6%**	0.0%	0.0%	0.0%	0.3%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.9%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





TRI-STATE TRAFFIC DATA

TSTData.com

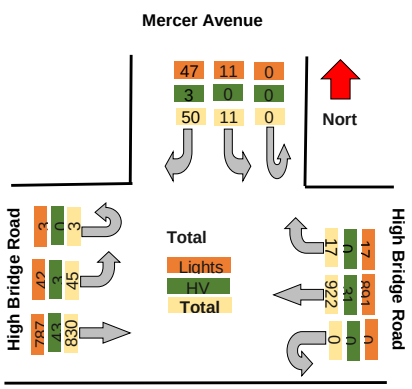
Project	Creighton Manning
Project Code	11765
Site Name	High Bridge Road & Mercer Av
Legs and Movements	All Processed Legs & Movemer
Bin Size	15 minutes
Survey Date	2024/02/15, Thursday
Location	High Bridge Road & Mercer Av
Latitude and Longitude	42.770990, -73.923115

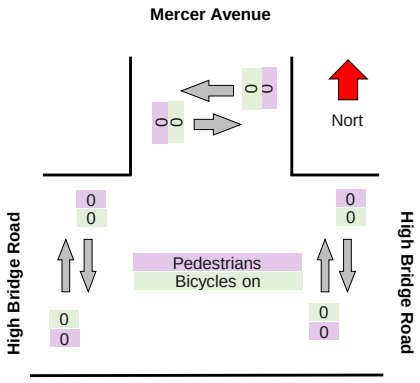
	Start	End	PHF
AM Peak	2024/02/15 07:45:00	2024/02/15 08:45:00	0.87
PM Peak	2024/02/15 16:15:00	2024/02/15 17:15:00	0.92

Turning Movement Data

Leg	High Bridge Road						High Bridge Road						Mercer Avenue						
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	1	37	0	**38**	0	0	36	0	0	**36**	0	0	1	4	0	**5**	0	0	**79**
7:15:00 AM	2	30	0	**32**	0	0	49	0	0	**49**	0	0	3	5	0	**8**	0	0	**89**
7:30:00 AM	1	60	0	**61**	0	0	48	0	0	**48**	0	0	1	5	0	**6**	0	0	**115**
7:45:00 AM	1	71	0	**72**	0	0	39	0	0	**39**	0	0	0	3	0	**3**	0	0	**114**
Hourly Total	5	198	0	**203**	0	0	172	0	0	**172**	0	0	5	17	0	**22**	0	0	**397**
8:00:00 AM	1	81	0	**82**	0	0	55	0	0	**55**	0	0	3	4	0	**7**	0	0	**144**
8:15:00 AM	3	67	0	**70**	0	0	78	2	0	**80**	0	0	0	2	0	**2**	0	0	**152**
8:30:00 AM	1	58	0	**59**	0	0	56	0	0	**56**	0	0	1	1	0	**2**	0	0	**117**
8:45:00 AM	1	29	0	**30**	0	0	42	0	0	**42**	0	0	1	2	0	**3**	0	0	**75**
Hourly Total	6	235	0	**241**	0	0	231	2	0	**233**	0	0	5	9	0	**14**	0	0	**488**
4:00:00 PM	5	42	0	**47**	0	0	60	2	0	**62**	0	0	0	5	0	**5**	0	0	**114**
4:15:00 PM	4	70	0	**74**	0	0	61	2	0	**63**	0	0	0	1	0	**1**	0	0	**138**
4:30:00 PM	4	63	1	**68**	0	0	76	0	0	**76**	0	0	0	1	0	**1**	0	0	**145**
4:45:00 PM	7	62	1	**70**	0	0	80	3	0	**83**	0	0	1	1	0	**2**	0	0	**155**
Hourly Total	20	237	2	**259**	0	0	277	7	0	**284**	0	0	1	8	0	**9**	0	0	**552**
5:00:00 PM	3	48	1	**52**	0	0	73	4	0	**77**	0	0	0	4	0	**4**	0	0	**133**
5:15:00 PM	3	41	0	**44**	0	0	73	1	0	**74**	0	0	0	3	0	**3**	0	0	**121**
5:30:00 PM	4	39	0	**43**	0	0	58	1	0	**59**	0	0	0	6	0	**6**	0	0	**108**
5:45:00 PM	4	32	0	**36**	0	0	38	2	0	**40**	0	0	0	3	0	**3**	0	0	**79**
Hourly Total	14	160	1	**175**	0	0	242	8	0	**250**	0	0	0	16	0	**16**	0	0	**441**
Grand Total	45	830	3	**878**	0	0	922	17	0	**939**	0	0	11	50	0	**61**	0	0	**1878**
% Approach	5.1%	94.5%	0.3%	**0.0%**	0.0%	0.0%	98.2%	1.8%	0.0%	**0.0%**	0.0%	0.0%	18.0%	82.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
% Total	2.4%	44.2%	0.2%	**46.8%**	0.0%	0.0%	49.1%	0.9%	0.0%	**50.0%**	0.0%	0.0%	0.6%	2.7%	0.0%	**3.2%**	0.0%	0.0%	**0.0%**
Lights	42	787	3	**832**	0	0	891	17	0	**908**	0	0	11	47	0	**58**	0	0	**1798**
% Lights	93.3%	94.8%	100.0%	**94.8%**	0.0%	0.0%	96.6%	100.0%	0.0%	**96.7%**	0.0%	0.0%	100.0%	94.0%	0.0%	**95.1%**	0.0%	0.0%	**95.7%**
Hv	3	43	0	**46**	0	0	31	0	0	**31**	0	0	0	3	0	**3**	0	0	**80**
% HV	6.7%	5.2%	0.0%	**5.2%**	0.0%	0.0%	3.4%	0.0%	0.0%	**3.3%**	0.0%	0.0%	0.0%	6.0%	0.0%	**4.9%**	0.0%	0.0%	**4.3%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**

Turning Movement Data Plot





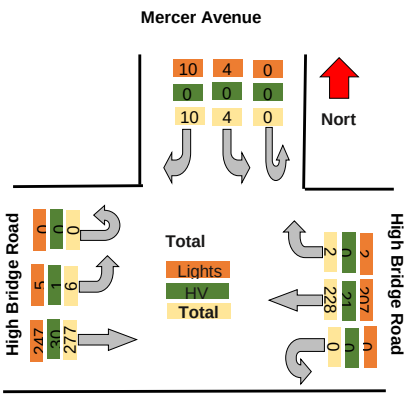
TRI-STATE TRAFFIC DATA

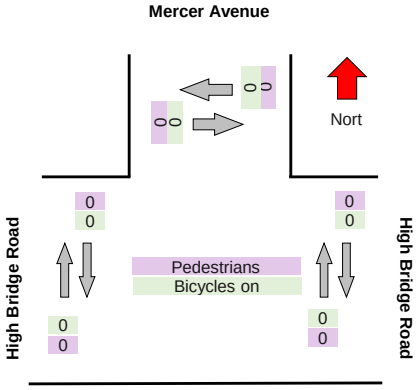
TSTData.com

Turning Movement Peak Hour Data (AM)

7:45:00 AM

Leg	High Bridge Road						High Bridge Road						Mercer Avenue						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:45:00 AM	1	71	0	**72**	0	0	39	0	0	**39**	0	0	0	3	0	**3**	0	0	**114**
8:00:00 AM	1	81	0	**82**	0	0	55	0	0	**55**	0	0	3	4	0	**7**	0	0	**144**
8:15:00 AM	3	67	0	**70**	0	0	78	2	0	**80**	0	0	0	2	0	**2**	0	0	**152**
8:30:00 AM	1	58	0	**59**	0	0	56	0	0	**56**	0	0	1	1	0	**2**	0	0	**117**
Grand Total	6	277	0	**283**	0	0	228	2	0	**230**	0	0	4	10	0	**14**	0	0	**527**
% Approach	2.1%	97.9%	0.0%	**0.0%**	0.0%	0.0%	99.1%	0.9%	0.0%	**0.0%**	0.0%	0.0%	28.6%	71.4%	0.0%	**0.0%**	0.0%	0.0%	
% Total	1.1%	52.6%	0.0%	**53.7%**	0.0%	0.0%	43.3%	0.4%	0.0%	**43.6%**	0.0%	0.0%	0.8%	1.9%	0.0%	**2.7%**	0.0%	0.0%	
PHF	0.500	0.855	0.000	**0.863**	0.000	0.000	0.731	0.250	0.000	**0.719**	0.000	0.000	0.333	0.625	0.000	**0.500**	0.000	0.000	**0.867**
Lights	5	247	0	**252**	0	0	207	2	0	**209**	0	0	4	10	0	**14**	0	0	**475**
% Lights	83.3%	89.2%	0.0%	**89.0%**	0.0%	0.0%	90.8%	100.0%	0.0%	**90.9%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**90.1%**
HV	1	30	0	**31**	0	0	21	0	0	**21**	0	0	0	0	0	**0**	0	0	**52**
% HV	16.7%	10.8%	0.0%	**11.0%**	0.0%	0.0%	9.2%	0.0%	0.0%	**9.1%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**9.9%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**





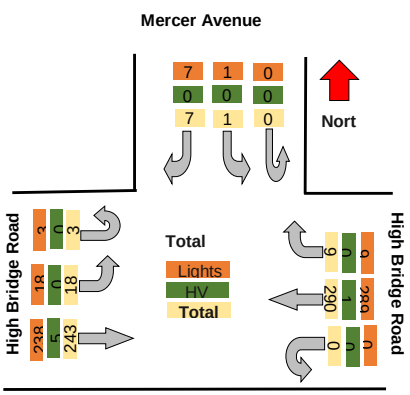
TRI-STATE TRAFFIC DATA

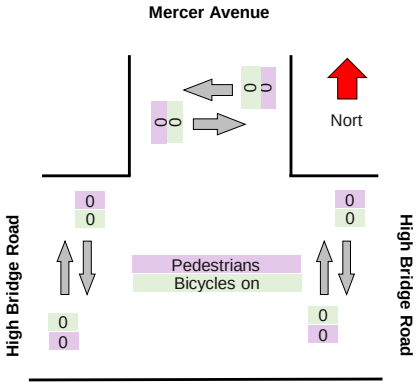
TSTData.com

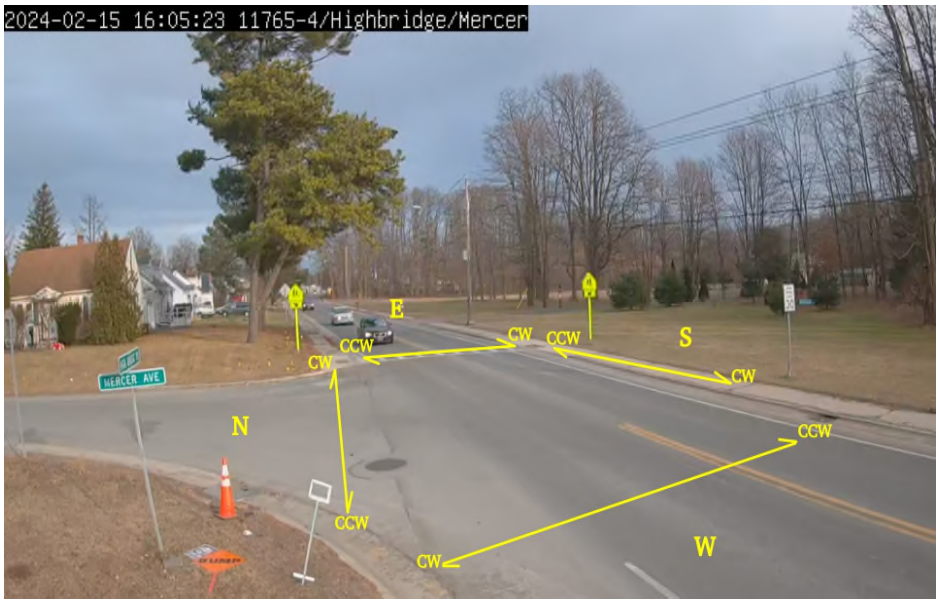
Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	High Bridge Road						High Bridge Road						Mercer Avenue						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	4	70	0	**74**	0	0	61	2	0	**63**	0	0	0	1	0	**1**	0	0	**138**
4:30:00 PM	4	63	1	**68**	0	0	76	0	0	**76**	0	0	0	1	0	**1**	0	0	**145**
4:45:00 PM	7	62	1	**70**	0	0	80	3	0	**83**	0	0	1	1	0	**2**	0	0	**155**
5:00:00 PM	3	48	1	**52**	0	0	73	4	0	**77**	0	0	0	4	0	**4**	0	0	**133**
Grand Total	18	243	3	**264**	0	0	290	9	0	**299**	0	0	1	7	0	**8**	0	0	**571**
% Approach	6.8%	92.0%	1.1%	**0.0%**	0.0%	0.0%	97.0%	3.0%	0.0%	**0.0%**	0.0%	0.0%	12.5%	87.5%	0.0%	**0.0%**	0.0%	0.0%	
% Total	3.2%	42.6%	0.5%	**46.2%**	0.0%	0.0%	50.8%	1.6%	0.0%	**52.4%**	0.0%	0.0%	0.2%	1.2%	0.0%	**1.4%**	0.0%	0.0%	
PHF	0.643	0.868	0.750	**0.892**	0.000	0.000	0.906	0.563	0.000	**0.901**	0.000	0.000	0.250	0.438	0.000	**0.500**	0.000	0.000	**0.921**
Lights	18	238	3	**259**	0	0	289	9	0	**298**	0	0	1	7	0	**8**	0	0	**565**
% Lights	100.0%	97.9%	100.0%	**98.1%**	0.0%	0.0%	99.7%	100.0%	0.0%	**99.7%**	0.0%	0.0%	100.0%	100.0%	0.0%	**100.0%**	0.0%	0.0%	**98.9%**
HV	0	5	0	**5**	0	0	1	0	0	**1**	0	0	0	0	0	**0**	0	0	**6**
% HV	0.0%	2.1%	0.0%	**1.9%**	0.0%	0.0%	0.3%	0.0%	0.0%	**0.3%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**1.1%**
Pedestrians	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
Bicycles on Crosswalk	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**







Multi-Day Volume Report NYSDOT_SC 168201000000 Tuesday, May 2, 2023 to Wednesday, May 3, 2023

Site Name 168201
Site ID 168201000000
Description CR48 HIGHBRIDGE RD from CR 67
Region 1
County Schenectady
DOTID 113506
County Order 1

Lanes Lane: <Unnamed>
Time Period 1 hour
Exclude data: None

All Eastbound				All Westbound				EB/WB Directions			
Time	Tue	Wed	Average	Time	Tue	Wed	Average	Time	Tue	Wed	Average
Time	5/2/2023	5/3/2023	Workday	Time	5/2/2023	5/3/2023	Workday	Time	5/2/2023	5/3/2023	Workday
00:00:00	20	15	18	0:00:00	16	10	13	00:00:00	36	25	30
01:00:00	9	9	9	1:00:00	4	5	4	01:00:00	13	14	14
02:00:00	9	14	12	2:00:00	6	6	6	02:00:00	15	20	18
03:00:00	8	9	8	3:00:00	13	8	10	03:00:00	21	17	19
04:00:00	13	12	12	4:00:00	25	30	28	04:00:00	38	42	40
05:00:00	51	42	46	5:00:00	49	50	50	05:00:00	100	92	96
06:00:00	135	130	132	6:00:00	178	186	182	06:00:00	313	316	314
07:00:00	362	347	354	7:00:00	292	280	286	07:00:00	654	627	640
08:00:00	274	303	288	8:00:00	316	298	307	08:00:00	590	601	596
09:00:00	184	189	186	9:00:00	164	209	186	09:00:00	348	398	373
10:00:00	194	201	198	10:00:00	235	216	226	10:00:00	429	417	423
11:00:00	225	209	217	11:00:00	229	266	248	11:00:00	454	475	464
12:00:00	246	202	224	12:00:00	248	257	252	12:00:00	494	459	476
13:00:00	226	215	220	13:00:00	264	262	263	13:00:00	490	477	484
14:00:00	273	296	284	14:00:00	354	403	378	14:00:00	627	699	663
15:00:00	361	305	333	15:00:00	474	447	460	15:00:00	835	752	794
16:00:00	388	375	382	16:00:00	481	462	472	16:00:00	869	837	853
17:00:00	307	286	296	17:00:00	419	425	422	17:00:00	726	711	718
18:00:00	199	195	197	18:00:00	267	238	252	18:00:00	466	433	450
19:00:00	181	185	183	19:00:00	195	199	197	19:00:00	376	384	380
20:00:00	134	122	128	20:00:00	144	120	132	20:00:00	278	242	260
21:00:00	73	77	75	21:00:00	73	55	64	21:00:00	146	132	139
22:00:00	63	45	54	22:00:00	38	47	42	22:00:00	101	92	96
23:00:00	30	31	30	23:00:00	23	35	29	23:00:00	53	66	60
7am-7pm	3239	3123	3181	7am-7pm	3743	3763	3753	7am-7pm	6982	6886	6934
6am-10pm	3762	3637	3700	6am-10pm	4333	4323	4328	6am-10pm	8095	7960	8028
6am-12am	3855	3713	3784	6am-12am	4394	4405	4400	6am-12am	8249	8118	8184
12am-12am	3965	3814	3890	12am-12am	4507	4514	4510	12am-12am	8472	8328	8400
am Peak	7:00:00	7:00:00	7:00:00	am Peak	8:00:00	8:00:00	8:00:00	am Peak	7:00:00	7:00:00	7:00:00
Peak Volume	362	347	354	Peak Volume	316	298	307	Peak Volume	654	627	640
pm Peak	16:00:00	16:00:00	16:00:00	pm Peak	16:00:00	16:00:00	16:00:00	pm Peak	16:00:00	16:00:00	16:00:00
Peak Volume	388	375	382	Peak Volume	481	462	472	Peak Volume	869	837	853

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values (minimum 2
Working day (5-day) calculations are based on the working week (Monday 06:00:00 to

Holidays & Events:

None

Multi-Day Speed by Direction Report NYSDOT_SC 168201000000 Tuesday, May 2, 2023 to Wednesday, May 3, 2023

Site Name: 168201, Site ID: 168201000000, Description: CR48 HIGHBRIDGE RD from CR 67 to CR 65
Interval: 24 hours, Exclude: Unchecked

Date	Time	Direction	<20 mph	20-25 mph	25-30 mph	30-35 mph	35-40 mph	40-45 mph	45-50 mph	50-55 mph	55-60 mph	60-65 mph	65-70 mph	70-75 mph	75-80 mph	80-85 mph	>85 mph	85th %ile	Total
Tuesday 2 May 2023	00:00	E	19	65	303	1167	1601	659	123	21	5	2	0	0	0	0	0	42	3965
		W	30	74	225	1052	1906	975	208	34	1	2	0	0	0	0	0	43	4507
Wednesday 3 May 2023	00:00	E	30	51	234	1026	1544	758	137	23	6	5	0	0	0	0	0	42	3814
		W	21	65	170	943	1928	1115	231	33	6	2	0	0	0	0	0	43	4514

Events
No events

Tri-State Traffic Data Inc

TSTData.com

Serving Transportation Professionals since 1995

Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

Start	12-Feb-24		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	1	1	2	0	2	0	3	0	2	0
01:00	*	*	*	*	*	*	0	0	1	1	2	0	0	0	1	0
02:00	*	*	*	*	*	*	1	0	0	0	0	0	0	1	0	0
03:00	*	*	*	*	*	*	0	0	2	0	0	0	1	0	1	0
04:00	*	*	*	*	*	*	1	0	1	0	1	0	1	0	1	0
05:00	*	*	*	*	*	*	0	1	0	0	2	0	0	0	0	0
06:00	*	*	*	*	*	*	0	3	0	1	1	1	0	1	0	2
07:00	*	*	*	*	*	*	3	3	**5**	4	1	2	0	1	2	2
08:00	*	*	*	*	*	*	5	11	1	**9**	1	5	2	4	2	**7**
09:00	*	*	*	*	*	*	**8**	**13**	0	1	4	**8**	**4**	3	**4**	6
10:00	*	*	*	*	*	*	5	9	0	0	4	7	3	5	3	5
11:00	*	*	*	*	*	*	5	6	0	0	**7**	7	2	**6**	4	5
12:00 PM	*	*	*	*	*	*	7	8	0	3	6	5	8	**8**	5	6
01:00	*	*	*	*	*	*	6	4	0	0	5	7	6	8	4	5
02:00	*	*	*	*	*	*	6	5	0	1	8	**10**	6	6	5	6
03:00	*	*	*	*	*	*	4	11	6	5	5	9	9	6	6	**8**
04:00	*	*	*	*	*	*	**15**	8	6	11	7	2	7	4	9	6
05:00	*	*	*	*	*	*	9	**13**	**14**	5	**12**	9	5	6	10	8
06:00	*	*	*	*	*	*	13	5	12	**13**	10	7	**10**	6	**11**	8
07:00	*	*	*	*	*	*	3	4	2	4	6	6	3	8	4	6
08:00	*	*	*	*	*	*	5	2	5	5	5	0	6	3	5	2
09:00	*	*	*	*	*	*	9	2	8	3	4	5	1	0	6	2
10:00	*	*	*	*	*	*	7	2	3	2	4	5	3	2	4	3
11:00	*	*	*	*	**1**	**1**	3	1	2	1	2	0	1	1	2	1
Lane	0	0	0	0	1	1	116	112	70	69	99	95	81	79	91	88
Day	0		0		2		228		139		194		160		179	
AM Peak	-	-	-	-	-	-	09:00	09:00	07:00	08:00	11:00	09:00	09:00	11:00	09:00	08:00
Vol.	-	-	-	-	-	-	8	13	5	9	7	8	4	6	4	7
PM Peak	-	-	-	-	23:00	23:00	16:00	17:00	17:00	18:00	17:00	14:00	18:00	12:00	18:00	15:00
Vol.	-	-	-	-	1	1	15	13	14	13	12	10	10	8	11	8

Tri-State Traffic Data Inc

TSTData.com

Serving Transportation Professionals since 1995

Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

Start	19-Feb-24		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	3	0	2	0	2	0	4	0	0	0	**1**	**1**	*	*	2	0
01:00	0	0	0	0	1	0	1	0	0	0	1	0	*	*	0	0
02:00	1	0	0	0	0	0	1	0	0	0	1	0	*	*	0	0
03:00	0	0	1	0	2	0	0	0	2	0	0	0	*	*	1	0
04:00	1	0	1	0	1	0	0	0	1	0	1	0	*	*	1	0
05:00	0	0	0	0	0	0	2	0	0	1	1	0	*	*	0	0
06:00	1	3	0	3	1	4	1	4	1	4	0	0	*	*	1	3
07:00	4	1	4	2	3	4	2	2	3	5	0	1	*	*	3	2
08:00	**7**	**8**	3	7	5	**10**	4	6	1	3	0	0	*	*	3	6
09:00	3	8	6	8	5	9	9	**11**	3	5	0	0	*	*	4	**7**
10:00	1	3	4	8	2	4	**10**	8	4	7	*	*	*	*	4	6
11:00	4	2	**10**	**9**	**8**	9	10	6	**5**	**8**	*	*	*	*	**7**	7
12:00 PM	6	**11**	4	4	11	10	7	8	4	8	*	*	*	*	6	**8**
01:00	4	8	11	8	9	4	7	7	11	6	*	*	*	*	8	7
02:00	6	4	11	**13**	3	8	7	**10**	9	5	*	*	*	*	7	8
03:00	5	4	4	7	11	**11**	4	7	9	9	*	*	*	*	7	8
04:00	6	6	11	9	10	4	8	7	6	5	*	*	*	*	8	6
05:00	8	5	**19**	7	12	5	**12**	5	13	**11**	*	*	*	*	**13**	7
06:00	5	8	10	6	**13**	5	11	6	**16**	10	*	*	*	*	11	7
07:00	2	5	7	6	3	5	5	5	4	7	*	*	*	*	4	6
08:00	**9**	5	8	3	7	5	5	7	5	2	*	*	*	*	7	4
09:00	3	1	5	2	4	3	6	2	10	4	*	*	*	*	6	2
10:00	5	2	4	1	5	3	3	1	7	1	*	*	*	*	5	2
11:00	1	0	4	1	2	0	2	0	1	0	*	*	*	*	2	0
Lane	85	84	129	104	120	103	121	102	115	101	5	2	0	0	110	96
Day	169		233		223		223		216		7		0		206	
AM Peak	08:00	08:00	11:00	11:00	11:00	08:00	10:00	09:00	11:00	11:00	00:00	00:00	-	-	11:00	09:00
Vol.	7	8	10	9	8	10	10	11	5	8	1	1	-	-	7	7
PM Peak	20:00	12:00	17:00	14:00	18:00	15:00	17:00	14:00	18:00	17:00	-	-	-	-	17:00	12:00
Vol.	9	11	19	13	13	11	12	10	16	11	-	-	-	-	13	8

Comb. Total	169	233	225	451	355	201	160	385

ADT ADT 195 AADT 195

Tri-State Traffic Data Inc

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/14/24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/15/2																
4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
08:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
09:00	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12 PM	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
13:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	15
17:00	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	9
18:00	3	9	1	0	0	0	0	0	0	0	0	0	0	0	0	13
19:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	50	53	12	1	0	0	0	0	0	0	0	0	0	0	0	116

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/16/2																
4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	5	7	2	0	0	0	0	0	0	0	0	0	0	0	0	14
18:00	6	4	2	0	0	0	0	0	0	0	0	0	0	0	0	12
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	8
22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	32	27	10	1	0	0	0	0	0	0	0	0	0	0	0	70

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/17/2																
4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
12 PM	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
13:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
14:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	8
15:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	12
18:00	4	5	1	0	0	0	0	0	0	0	0	0	0	0	0	10
19:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	39	39	21	0	0	0	0	0	0	0	0	0	0	0	0	99

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/18/2																
4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	8
13:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
17:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
18:00	5	2	3	0	0	0	0	0	0	0	0	0	0	0	0	10
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	45	25	9	2	0	0	0	0	0	0	0	0	0	0	0	81

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/19/2																
4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12 PM	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
13:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
18:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
19:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	4	3	1	1	0	0	0	0	0	0	0	0	0	0	0	9
21:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	31	38	15	1	0	0	0	0	0	0	0	0	0	0	0	85

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/20/2																
4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	4	1	5	0	0	0	0	0	0	0	0	0	0	0	0	10
12 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
14:00	5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	11
15:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	0	11
17:00	5	8	6	0	0	0	0	0	0	0	0	0	0	0	0	19
18:00	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	10
19:00	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8
21:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	57	46	25	1	0	0	0	0	0	0	0	0	0	0	0	129

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/21/2																
4	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
09:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
12 PM	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	11
13:00	1	4	4	0	0	0	0	0	0	0	0	0	0	0	0	9
14:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:00	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
17:00	5	3	4	0	0	0	0	0	0	0	0	0	0	0	0	12
18:00	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	13
19:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
21:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	38	52	30	0	0	0	0	0	0	0	0	0	0	0	0	120

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/22/2																
4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	10
11:00	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	10
12 PM	4	2	1	0	0	0	0	0	0	0	0	0	0	0	0	7
13:00	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	7
14:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8
17:00	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0	12
18:00	7	3	1	0	0	0	0	0	0	0	0	0	0	0	0	11
19:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	5
21:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
22:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	52	49	18	2	0	0	0	0	0	0	0	0	0	0	0	121

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/23/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	11
14:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9
15:00	2	5	2	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	13
18:00	7	8	0	1	0	0	0	0	0	0	0	0	0	0	0	16
19:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	40	58	15	2	0	0	0	0	0	0	0	0	0	0	0	115

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

NB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/24/2																
4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Grand Total	385	390	157	10	0	0	0	0	0	0	0	0	0	0	0	942

Stats

15th Percentile :	7 MPH
50th Percentile :	21 MPH
85th Percentile :	25 MPH
95th Percentile :	28 MPH
Mean Speed(Average) :	19 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	547
Percent in Pace :	58.1%
Number of Vehicles > 30 MPH :	10
Percent of Vehicles > 30 MPH :	1.1%

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/14/24	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/15/2																
4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
09:00	2	8	3	0	0	0	0	0	0	0	0	0	0	0	0	13
10:00	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
12 PM	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	6	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
17:00	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	13
18:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
19:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	31	59	22	0	0	0	0	0	0	0	0	0	0	0	0	112

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/16/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9
09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16:00	3	7	1	0	0	0	0	0	0	0	0	0	0	0	0	11
17:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
18:00	5	7	1	0	0	0	0	0	0	0	0	0	0	0	0	13
19:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	26	36	7	0	0	0	0	0	0	0	0	0	0	0	0	69

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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/17/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
11:00	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
13:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
14:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
15:00	4	3	2	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
18:00	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	7
19:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
22:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	52	17	0	0	0	0	0	0	0	0	0	0	0	0	95

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/18/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
12 PM	4	1	3	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
15:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
16:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	1	3	1	1	0	0	0	0	0	0	0	0	0	0	0	6
18:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	23	36	19	1	0	0	0	0	0	0	0	0	0	0	0	79

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/19/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	8
09:00	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	11
13:00	1	2	5	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
15:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
17:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
18:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	0	8
19:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	26	35	23	0	0	0	0	0	0	0	0	0	0	0	0	84

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/20/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
09:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
12 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	3	6	4	0	0	0	0	0	0	0	0	0	0	0	0	13
15:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
16:00	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	9
17:00	2	4	0	1	0	0	0	0	0	0	0	0	0	0	0	7
18:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	27	56	20	1	0	0	0	0	0	0	0	0	0	0	0	104

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/21/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	10
09:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
11:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	0	9
12 PM	2	5	3	0	0	0	0	0	0	0	0	0	0	0	0	10
13:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
14:00	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8
15:00	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
17:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
18:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
19:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29	46	27	1	0	0	0	0	0	0	0	0	0	0	0	103

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/22/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	6
09:00	2	5	4	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
11:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12 PM	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	7
14:00	1	6	3	0	0	0	0	0	0	0	0	0	0	0	0	10
15:00	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
16:00	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7
17:00	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5
18:00	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6
19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	7
21:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	27	47	28	0	0	0	0	0	0	0	0	0	0	0	0	102

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

SB

Start	1	21	26	31	36	41	46	51	56	61	66	71	76	81	86	
Time	20	25	30	35	40	45	50	55	60	65	70	75	80	85	9999	Total
02/23/2																
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
09:00	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:00	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	7
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
12 PM	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	8
13:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
14:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
16:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11
18:00	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0	10
19:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7
20:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	31	53	16	1	0	0	0	0	0	0	0	0	0	0	0	101

Tri-State Traffic Data Inc
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Location: Rotterdam, New York
Road Name: Sherman Rd
Segment: 130' N of Highbridge Rd
Date: 02/14/2024

GPS: 42.771519, -73.924612

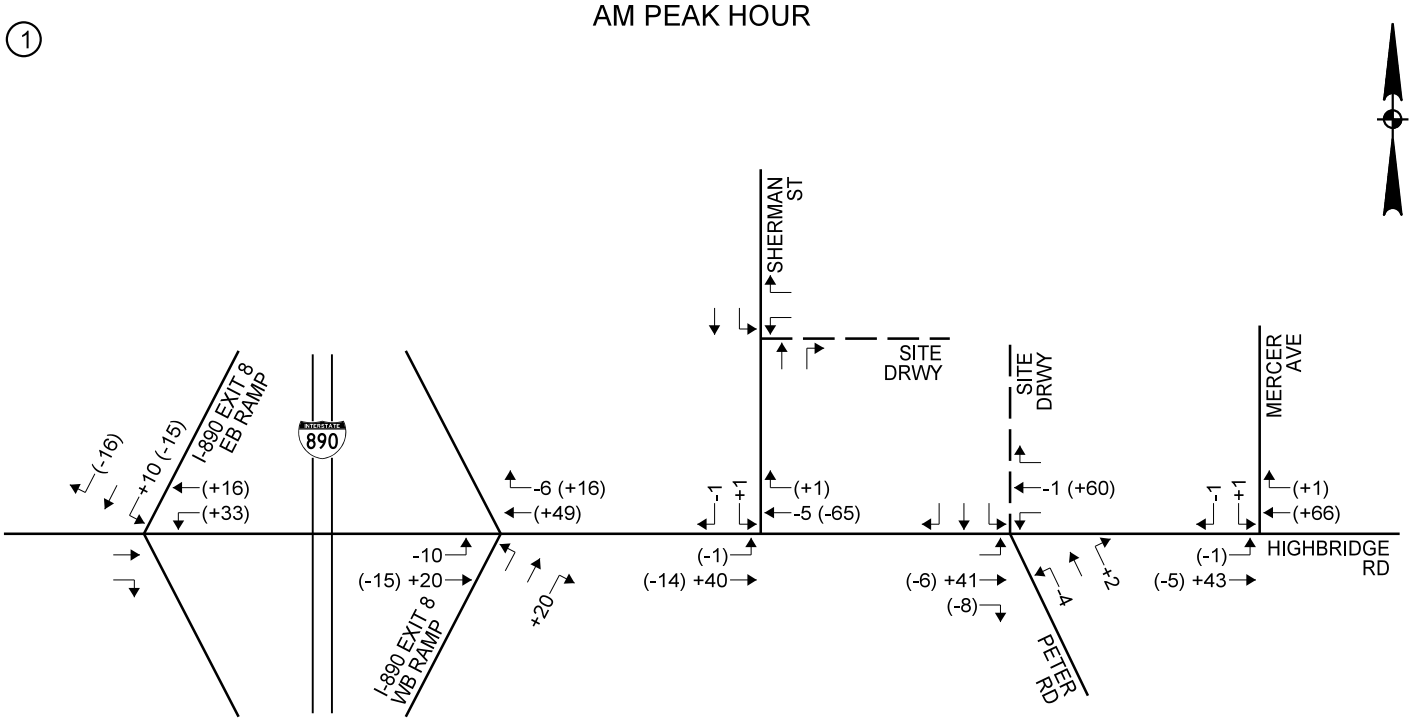
SB

Start Time	1 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 80	81 85	86 9999	Total
02/24/24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	246	421	180	5	0	0	0	0	0	0	0	0	0	0	0	852

Stats

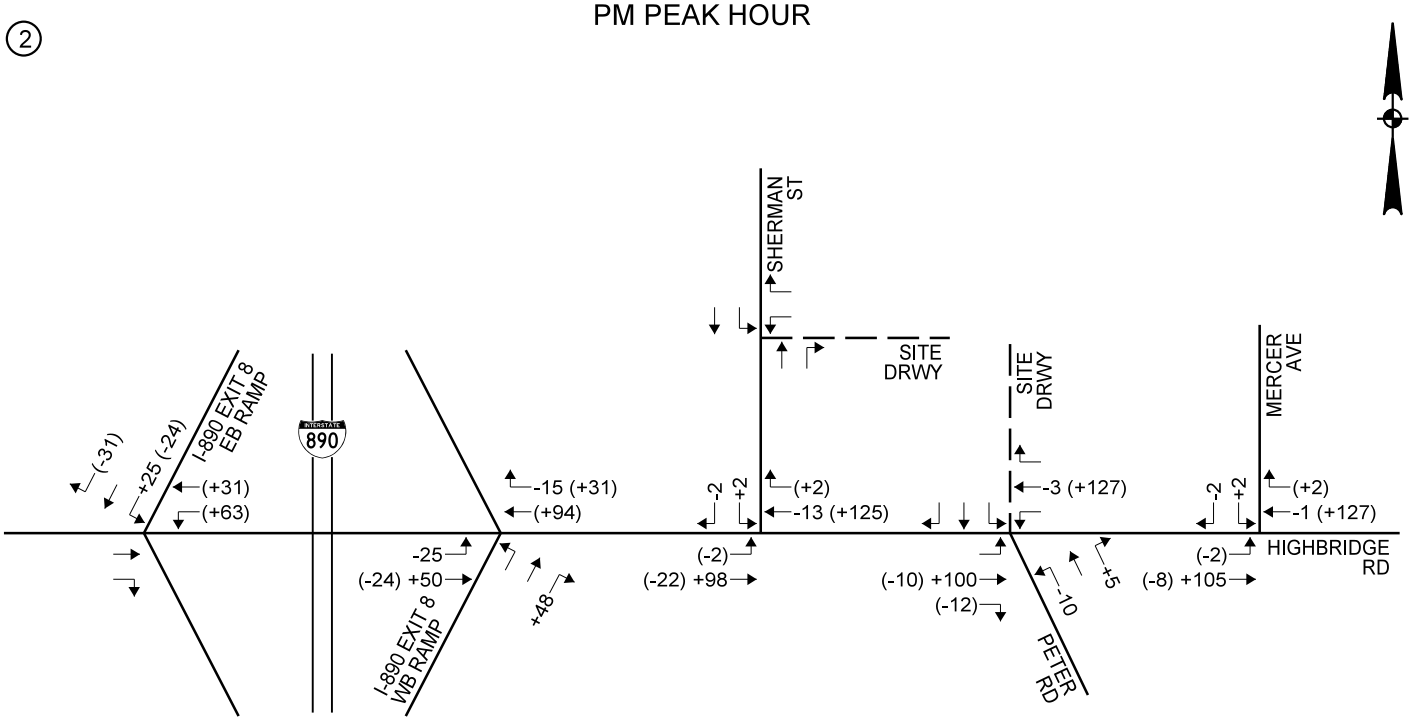
15th Percentile :	10 MPH
50th Percentile :	22 MPH
85th Percentile :	26 MPH
95th Percentile :	28 MPH
Mean Speed(Average) :	21 MPH
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	601
Percent in Pace :	70.5%
Number of Vehicles > 30 MPH :	5
Percent of Vehicles > 30 MPH :	0.6%

AM PEAK HOUR



EB DIRECTION (WB DIRECTION)

PM PEAK HOUR



EB DIRECTION (WB DIRECTION)

KINGS ROAD CLOSURE
VOLUME REDISTRIBUTION

STEWARTS SHOP
TOWN OF ROTTERDAM, NEW YORK

Creighton Manning

PROJECT:	124-017	DATE:	03/2024	FIGURE:	B-1

N:\Projects\2024\0124-017 Stewarts - Stewarts Rotterdam\Working\CADD\dgn\figures\0124-017_fig_traf_01.dgn

Attachment C
Crash Summary

Stewart's Shop
Town of Rotterdam, New York

STUDY NO. 124-017 P.I.N. INVENTORY NO.	Highbridge Road - I890 Exit 8 WB Intersection to Mercer Avenue Intersection Town of Rotterdam	COUNTY: Schenectady MUNICIPALITY:Rotterdam BY: MDN DATE: 02/29/2024

NO. OF MONTHS 36 Begin Date 8/31/2020 End Date 9/1/2023	LIGHT CONDITIONS (LC) 1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted	ROADWAY CHARACTER (RC) 1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest	ROADWAY SURFACE CONDITION (RSC) 1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other	WEATHER (WEA) 1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other

No.	Int.	Case Num.	Date	Time	# of Veh.	Crash Severity	Light Condition	Roadway Characteristic	Road Surface Condition	Weather Condition	Crash Type	Collision Type	Apparent Factor	Description
1	890 W	38806310	4/7/2021	5:44 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END	V1:(FOLLOWING TOO CLOSELY,DRIVER INATTENTION) / V2:(NOT APPLICABLE)	D1, operating VI did not see D2, operating V2, stopped at the stoplight, causing her to strike V2.
2	890 W	39167587	12/24/2021	5:07 PM	2	INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE)	V2 was traveling straight, in a northerly direction on Highbridge Road. V1 operated by DI was traveling straight, in a southernly direction on Highbridge Road approaching the intersection with the I-890 eastbound on ramp. At said intersection both parties agreed the light was solid green in color. V1 attempted to make a left to travel eastbound on the I-890 eastbound on ramp when he failed to yield the right of way to V2 and subsequently caused a collision with V2 while attempting the left turn. DI accuses V2 of traveling at an unreasonable fast speed. D2 accuses V1 of not having a directional on while turning left.
3	890 W	39432859	7/20/2022	3:59 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	BACKING	V1:(ALCOHOL INVOLVEMENT,BACKING UNSAFELY) / V2:(NOT APPLICABLE)	
4	890 W	39632056	12/11/2022	1:15 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	SNOW/ICE	SNOW	COLLISION WITH MOTOR VEHICLE	HEAD ON	V1:(PAVEMENT SLIPPERY) / V2:(NOT APPLICABLE)	While VI was approaching the traffic light at the intersection of I890 and Highbridge Rd, due to the weather conditions and slippery pavement, VI was unable to stop her vehicle and struck V2 on the front driver side. Both VI and V2 displayed minor damage to the front driver side. No injuries were reported and V2 decided to contact a private tow.
5	890 W	39781794	4/5/2023	6:54 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	V1:(TRAFFIC CONTROL DISREGARDED) / V2:(UNKNOWN,UNKNOWN)	On the above date, time and location, VI was operating Nortbound on Highbridge Road. V2 was getting off of the Eastbound I890 Highbridge road Exit. Operator of V I told me that he had a green light and was heading towards East Campbell Road. Operator and passenger of V2 told me that V1 ran the red light and he had the green light when he was attempting to take a left turn onto Highbridge road. It was undetermined who was at fault due to no witnesses or cameras in the area. Both vehicles were towed by Interstate towing.
1	890 E	38587468	10/9/2020	1:43 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	V1:(DRIVER INATTENTION,TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(UNKNOWN)	D1, operating V1 was stopped on Highbridge Rd facing West. D2, operating V2 was stopped on the exit ramp from 890, facing North. WI, a flagger directing traffic, indicated for V2 to move. DI misinterpreted the motion, and thought she was to move. DI then pulled forward, striking V2. V2 then left the scene.
2	890 E	39260614	3/4/2022	4:21 PM	2	INJURY	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED) / V2:(NOT APPLICABLE)	V1 operated by D1 was traveling north on High Bridge Road. V2 operated by D2 was traveling in a westerly direction on the I-890 westbound Exit 8 off ramp. As V2 was approaching an intersection with High Bridge Road, she had a green light and attempted to make a left to travel southbound on High Bridge Road when VI disregarded the red light on High Bridge Road intersecting with the off ramp and struck V2
3	890 E	39306670	4/7/2022	8:36 AM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AT HILLCREST	WET	RAIN	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE)	D2 operating V2 was taking a left off on the I890 ramp onto Highbridge Rd. stating his light just turned green, when he was struck by DI operating V1. No injuries reported and no vehicles towed
4	890 E	39417958	7/5/2022	12:30 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	V1:(FAILURE TO YIELD RIGHT OF WAY,TURNING IMPROPER) / V2:(NOT APPLICABLE)	Driver of V-1 attempted to make a U turn without yielding for the other vehicles on the roadway. V-1 pulled to the side of the roadway prior to making his U turn which made the driver of V-2 believe he was just pulling over to the side of the roadway. Driver of V-2 stated she started to go around V-1 and this is when he turned into the side of her vehicle
5	890 E	39652050	12/23/2022	9:14 AM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT/ GRADE	WET	CLOUDY	COLLISION WITH MOTOR VEHICLE	REAR END	V1:(FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE)	D2 operating V2 was stopped at the light on the I890 off ramp when she was struck from behind by D1 operating V1. No injuries reported and no vehicles were towed
6	890 E	39704181	2/1/2023	12:25 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	V1:(FAILURE TO KEEP RIGHT, TURNING IMPROPER) / V2:(NOT APPLICABLE)	VI stated that she was operating on Highbridge Rd. VI stated that she was following her GPS and believed that it was telling her to take a left onto a ramp to I890. VI started to make a left turn in front of V2, but realized that the ramp was a one way off ramp. VI corrected her turn and started to pass V2. VI lost control of her vehicle, crossed the double yellow traffic lines and struck V2. VI incurred damage to the front driver side corner of the vehicle. V2, CDTA Bus, stated that he was stopped in traffic waiting to make a left turn onto the I890 West on ramp. V2 stated that V1 attempted to make a left turn in front of him, however she corrected her turn
7	890 E	39724313	2/19/2023	4:10 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	V1:(FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER) / V2:(NOT APPLICABLE)	OPER OF VEH 1 WAS STOPPED AT THE RED LIGHT ON HIGHBRIDGE RD TO TAKE A LEFT ONTO I890W. OPER OF VEH 2 WAS EXITING I890 W AND WAS TAKING A LEFT ONTO HIGHBRIDGE RD. OPER OF VEH 2 MISJUDGED THE TURN AND STRUCK VEH 1.
8	890 E	39840923	5/23/2023	3:43 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLOUDY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	V1:(TRAFFIC CONTROL DEVICES DISREGARDED,DRIVER INATTENTION) / V2:(NOT APPLICABLE)	D2, operating V2 was driving North on Highbridge Rd. DI, operating V1 was traveling West. DI failed to stop for a steady red signal while taking a left, directly in front of V2, causing a collision.
9	890 E	39868969	6/12/2023	2:44 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AT HILLCREST	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END	V1:(FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE)	While V2 was operating westbound on the 890 off ramp waiting for the red traffic signal VI was operating westbound on the 890 off ramp and was unable to adequately stop causing VI to collide into the back of V2. V1 then drove around V2 and was last seen operating southbound on Highbridge Rd. V2 sustained minor denting on the rear bumper of the vehicle. VI fled the scene, through an investigation patrol was able to determine the vehicle involved in the accident
1	Sherman	38790488	3/23/2021	6:33 PM	1	INJURY	DAYLIGHT	STRAIGHT/ GRADE	DRY	CLEAR	COLLISION WITH GUIDERAIL - END	FIXED OBJECT	V1:(ILLNESS,UNSAFE SPEED)	D1, operating V1 left the roadway and struck the guard rail at the corner of Highbridge Rd and Sherman St. This caused her to become airborn, leaving the roadway, and finally coming to a rest after striking a tree.
1	Peter	38836316	4/30/2021	11:39 PM	2	INJURY	DARK-ROAD LIGHTED	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	REAR END	V1:(FOLLOWING TOO CLOSELY) / V2:(NOT APPLICABLE)	V2 was traveling in a Westerly direction on Highbridge Rd when an animal was crossing the road, when V2 slowed down to let the animal pass V1 struck the back of V2 causing damage to the back of V2 and the front of VI.
1	Mercer	39820821	5/6/2023	2:26 PM	2	PROPERTY DAMAGE	DAYLIGHT	STRAIGHT AND LEVEL	DRY	CLEAR	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	V1:(FAILURE TO YIELD RIGHT OF WAY) / V2:(NOT APPLICABLE)	V1 was traveling south on Mercer Ave. V1 failed to yield at the stop sign with Highbridge Road and struck V2 which was traveling west on Highbridge Road. Operator of V1 stated that he left the scene because operator of V2 became aggressive. V2 pursued VI.

Attachment D
Level of Service Summary

Stewart's Shop
Town of Rotterdam, New York

LOS Definitions

The following is an excerpt from the Highway Capacity Manual, 6th Edition (HCM).

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay *and* volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort and fuel consumption. The v/c ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following paragraphs describe each LOS.

LOS A describes operations with a control delay of 10 s/veh or less and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 s/veh when the v/c ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and v/c ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

Level of Service Criteria for Unsignalized Intersections

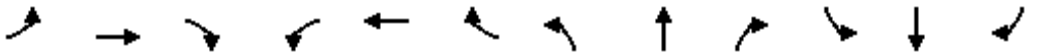
Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

Exhibits 20-2/21-8:
Level-of-Service Criteria for Stop Controlled Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	234	113	117	177	0	0	0	0	169	4	130
Future Volume (vph)	0	234	113	117	177	0	0	0	0	169	4	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		5.0	6.0					5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	1.00	
Frpb, ped/bikes		0.99		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.96		1.00	1.00					1.00	0.85	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1729		1570	1863					1736	1593	
Flt Permitted		1.00		0.43	1.00					0.95	1.00	
Satd. Flow (perm)		1729		711	1863					1736	1593	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	275	133	138	208	0	0	0	0	199	5	153
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	0	0	120	0
Lane Group Flow (vph)	0	391	0	138	208	0	0	0	0	199	38	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	5%	3%	15%	2%	0%	0%	0%	0%	4%	0%	2%
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		1		2	5					3	3	
Permitted Phases				5								
Actuated Green, G (s)		23.5		27.1	21.8					12.3	12.3	
Effective Green, g (s)		23.5		27.1	21.8					12.3	12.3	
Actuated g/C Ratio		0.41		0.47	0.38					0.22	0.22	
Clearance Time (s)		6.0		5.0	6.0					5.0	5.0	
Vehicle Extension (s)		4.0		2.0	4.0					2.0	2.0	
Lane Grp Cap (vph)		711		417	711					373	343	
v/s Ratio Prot		c0.23		c0.03	0.11					c0.11	0.02	
v/s Ratio Perm				0.13								
v/c Ratio		0.55		0.33	0.29					0.53	0.11	
Uniform Delay, d1		12.8		11.9	12.3					19.9	18.0	
Progression Factor		1.00		0.26	0.51					1.00	1.00	
Incremental Delay, d2		1.1		0.2	0.3					0.7	0.1	
Delay (s)		13.9		3.3	6.6					20.6	18.1	
Level of Service		B		A	A					C	B	
Approach Delay (s)		13.9			5.3			0.0			19.5	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	57.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	264	0	0	237	142	57	0	116	0	0	0
Future Volume (vph)	139	264	0	0	237	142	57	0	116	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1787	1776			1759	1568	1736	1495				
Flt Permitted	0.60	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	1128	1776			1759	1568	1736	1495				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	287	0	0	258	154	62	0	126	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	95	0	99	0	0	0	0
Lane Group Flow (vph)	151	287	0	0	258	59	62	27	0	0	0	0
Heavy Vehicles (%)	1%	7%	0%	0%	8%	3%	4%	0%	8%	0%	0%	0%
Turn Type	pm+pt	NA			NA	Perm	Split	NA				
Protected Phases	6	1			5		7	7				
Permitted Phases	1					5						
Actuated Green, G (s)	30.5	23.5			21.8	21.8	12.3	12.3				
Effective Green, g (s)	30.5	23.5			21.8	21.8	12.3	12.3				
Actuated g/C Ratio	0.53	0.41			0.38	0.38	0.22	0.22				
Clearance Time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Vehicle Extension (s)	2.0	4.0			4.0	4.0	2.0	2.0				
Lane Grp Cap (vph)	683	730			671	598	373	322				
v/s Ratio Prot	c0.03	c0.16			0.15		c0.04	0.02				
v/s Ratio Perm	0.09					0.04						
v/c Ratio	0.22	0.39			0.38	0.10	0.17	0.08				
Uniform Delay, d1	7.2	11.8			12.8	11.3	18.2	17.9				
Progression Factor	0.07	0.58			1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.1	0.5			0.5	0.1	0.1	0.0				
Delay (s)	0.5	7.3			13.3	11.4	18.3	17.9				
Level of Service	A	A			B	B	B	B				
Approach Delay (s)		5.0			12.6			18.1			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	57.1	Sum of lost time (s)	16.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	375	371	3	4	9
Future Vol, veh/h	5	375	371	3	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	10	7	0	33	0
Mvmt Flow	6	436	431	3	5	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	434	0	-	0	881	433
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1136	-	-	-	280	627
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1136	-	-	-	278	627
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1136	-	-	-	452
HCM Lane V/C Ratio	0.005	-	-	-	0.033
HCM Control Delay (s)	8.2	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	55	5	305	69	4
Future Vol, veh/h	324	55	5	305	69	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	11	5	40	8	1	0
Mvmt Flow	377	64	6	355	80	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	441	0	776	409
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	4.5	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.56	-	3.509	3.3
Pot Cap-1 Maneuver	-	-	944	-	367	647
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	944	-	364	647
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	697	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	373	-	-	944	-
HCM Lane V/C Ratio	0.228	-	-	0.006	-
HCM Control Delay (s)	17.5	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

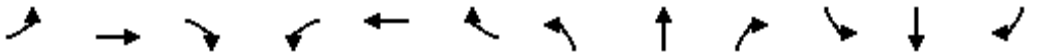
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	323	295	3	5	9
Future Vol, veh/h	5	323	295	3	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	17	11	9	0	0	0
Mvmt Flow	6	371	339	3	6	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	342	0	-	0	724	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	4.27	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.353	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1138	-	-	-	396	706
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	393	706
Mov Cap-2 Maneuver	-	-	-	-	393	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	694	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1138	-	-	-	550
HCM Lane V/C Ratio	0.005	-	-	-	0.029
HCM Control Delay (s)	8.2	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	293	80	171	395	0	0	0	0	126	0	56
Future Volume (vph)	0	293	80	171	395	0	0	0	0	126	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		5.0	6.0					5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	1.00	
Frt		0.97		1.00	1.00					1.00	0.85	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1812		1805	1900					1703	1599	
Flt Permitted		1.00		0.38	1.00					0.95	1.00	
Satd. Flow (perm)		1812		720	1900					1703	1599	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	357	98	209	482	0	0	0	0	154	0	68
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	52	0
Lane Group Flow (vph)	0	446	0	209	482	0	0	0	0	154	16	0
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	0%	0%	6%	0%	1%
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		1		2	5					3	3	
Permitted Phases				5								
Actuated Green, G (s)		28.1		38.6	30.6					15.7	15.7	
Effective Green, g (s)		28.1		38.6	30.6					15.7	15.7	
Actuated g/C Ratio		0.41		0.57	0.45					0.23	0.23	
Clearance Time (s)		6.0		5.0	6.0					5.0	5.0	
Vehicle Extension (s)		4.0		2.0	4.0					2.0	2.0	
Lane Grp Cap (vph)		750		537	857					394	370	
v/s Ratio Prot		0.25		c0.05	c0.25					c0.09	0.01	
v/s Ratio Perm				0.18								
v/c Ratio		0.59		0.39	0.56					0.39	0.04	
Uniform Delay, d1		15.4		12.7	13.7					22.0	20.2	
Progression Factor		1.00		0.22	0.72					1.00	1.00	
Incremental Delay, d2		1.5		0.2	1.0					0.2	0.0	
Delay (s)		16.9		2.9	10.9					22.2	20.2	
Level of Service		B		A	B					C	C	
Approach Delay (s)		16.9			8.5			0.0			21.6	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	289	0	0	318	187	248	3	167	0	0	0
Future Volume (vph)	130	289	0	0	318	187	248	3	167	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1805	1863			1881	1615	1805	1620				
Flt Permitted	0.50	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	953	1863			1881	1615	1805	1620				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	140	311	0	0	342	201	267	3	180	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	110	0	138	0	0	0	0
Lane Group Flow (vph)	140	311	0	0	342	91	267	45	0	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA	Perm	Split	NA				
Protected Phases	6	1			5		7	7				
Permitted Phases	1					5						
Actuated Green, G (s)	33.6	28.1			30.6	30.6	15.7	15.7				
Effective Green, g (s)	33.6	28.1			30.6	30.6	15.7	15.7				
Actuated g/C Ratio	0.50	0.41			0.45	0.45	0.23	0.23				
Clearance Time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Vehicle Extension (s)	2.0	4.0			4.0	4.0	2.0	2.0				
Lane Grp Cap (vph)	541	772			848	728	417	375				
v/s Ratio Prot	c0.02	0.17			c0.18		c0.15	0.03				
v/s Ratio Perm	0.11					0.06						
v/c Ratio	0.26	0.40			0.40	0.12	0.64	0.12				
Uniform Delay, d1	11.6	14.0			12.5	10.8	23.5	20.6				
Progression Factor	0.10	0.54			1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.1	0.5			0.4	0.1	2.5	0.1				
Delay (s)	1.2	8.0			12.9	10.9	26.0	20.6				
Level of Service	A	A			B	B	C	C				
Approach Delay (s)		5.9			12.2			23.8			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	67.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	449	496	3	4	9
Future Vol, veh/h	7	449	496	3	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	8	488	539	3	4	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	542	0	-	0	1045	541
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1037	-	-	-	256	545
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1037	-	-	-	253	545
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	-	402
HCM Lane V/C Ratio	0.007	-	-	-	0.035
HCM Control Delay (s)	8.5	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	96	1	432	67	8
Future Vol, veh/h	359	96	1	432	67	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	1	0	0	0	0
Mvmt Flow	390	104	1	470	73	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	494	0	914	442
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1080	-	306	620
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1080	-	306	620
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	1080	-
HCM Lane V/C Ratio	0.252	-	-	0.001	-
HCM Control Delay (s)	19.9	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0	-

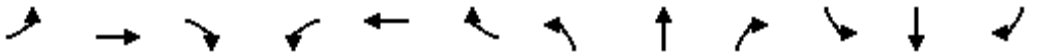
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	347	424	11	3	5
Future Vol, veh/h	17	347	424	11	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	18	377	461	12	3	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	473	0	-	0	880	467
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1099	-	-	-	320	600
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1099	-	-	-	313	600
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	672	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.2
HCM LOS			B

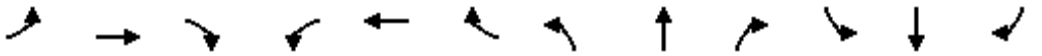
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1099	-	-	-	446
HCM Lane V/C Ratio	0.017	-	-	-	0.019
HCM Control Delay (s)	8.3	0	-	-	13.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	240	113	121	183	0	0	0	0	173	4	130
Future Volume (vph)	0	240	113	121	183	0	0	0	0	173	4	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		5.0	6.0					5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	1.00	
Frpb, ped/bikes		0.99		1.00	1.00					1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.96		1.00	1.00					1.00	0.85	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1730		1570	1863					1736	1593	
Flt Permitted		1.00		0.42	1.00					0.95	1.00	
Satd. Flow (perm)		1730		697	1863					1736	1593	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	282	133	142	215	0	0	0	0	204	5	153
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	120	0
Lane Group Flow (vph)	0	399	0	142	215	0	0	0	0	204	38	0
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	5%	3%	15%	2%	0%	0%	0%	0%	4%	0%	2%
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		1		2	5					3	3	
Permitted Phases				5								
Actuated Green, G (s)		24.0		27.4	22.1					12.6	12.6	
Effective Green, g (s)		24.0		27.4	22.1					12.6	12.6	
Actuated g/C Ratio		0.41		0.47	0.38					0.22	0.22	
Clearance Time (s)		6.0		5.0	6.0					5.0	5.0	
Vehicle Extension (s)		4.0		2.0	4.0					2.0	2.0	
Lane Grp Cap (vph)		717		409	711					377	346	
v/s Ratio Prot		c0.23		c0.03	0.12					c0.12	0.02	
v/s Ratio Perm				0.13								
v/c Ratio		0.56		0.35	0.30					0.54	0.11	
Uniform Delay, d1		12.9		12.4	12.5					20.1	18.2	
Progression Factor		1.00		0.27	0.50					1.00	1.00	
Incremental Delay, d2		1.2		0.2	0.3					0.9	0.1	
Delay (s)		14.1		3.5	6.6					20.9	18.2	
Level of Service		B		A	A					C	B	
Approach Delay (s)		14.1			5.4			0.0			19.7	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	274	0	0	247	146	57	0	120	0	0	0
Future Volume (vph)	139	274	0	0	247	146	57	0	120	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1787	1776			1759	1568	1736	1495				
Flt Permitted	0.59	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	1106	1776			1759	1568	1736	1495				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	151	298	0	0	268	159	62	0	130	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	98	0	102	0	0	0	0
Lane Group Flow (vph)	151	298	0	0	268	61	62	28	0	0	0	0
Heavy Vehicles (%)	1%	7%	0%	0%	8%	3%	4%	0%	8%	0%	0%	0%
Turn Type	pm+pt	NA			NA	Perm	Split	NA				
Protected Phases	6	1			5		7	7				
Permitted Phases	1					5						
Actuated Green, G (s)	31.2	24.0			22.1	22.1	12.6	12.6				
Effective Green, g (s)	31.2	24.0			22.1	22.1	12.6	12.6				
Actuated g/C Ratio	0.54	0.41			0.38	0.38	0.22	0.22				
Clearance Time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Vehicle Extension (s)	2.0	4.0			4.0	4.0	2.0	2.0				
Lane Grp Cap (vph)	680	736			671	598	377	325				
v/s Ratio Prot	c0.03	c0.17			0.15		c0.04	0.02				
v/s Ratio Perm	0.09					0.04						
v/c Ratio	0.22	0.40			0.40	0.10	0.16	0.09				
Uniform Delay, d1	7.3	11.9			13.1	11.5	18.4	18.1				
Progression Factor	0.06	0.59			1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.1	0.5			0.5	0.1	0.1	0.0				
Delay (s)	0.5	7.5			13.6	11.6	18.5	18.1				
Level of Service	A	A			B	B	B	B				
Approach Delay (s)		5.1			12.9			18.2			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	57.9	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	384	379	3	4	15
Future Vol, veh/h	10	384	379	3	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	10	7	0	33	0
Mvmt Flow	12	447	441	3	5	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	444	0	-	0	914	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	4.1	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.2	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1127	-	-	-	268	619
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1127	-	-	-	264	619
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1127	-	-	-	482
HCM Lane V/C Ratio	0.01	-	-	-	0.046
HCM Control Delay (s)	8.2	0	-	-	12.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	33	302	53	5	283	36	66	6	4	36	5	33
Future Vol, veh/h	33	302	53	5	283	36	66	6	4	36	5	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	11	5	40	8	0	1	0	0	0	0	0
Mvmt Flow	38	351	62	6	329	42	77	7	5	42	6	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	413	0	0	842	841	382	826	851	350
Stage 1	-	-	-	-	-	-	458	458	-	362	362	-
Stage 2	-	-	-	-	-	-	384	383	-	464	489	-
Critical Hdwy	4.1	-	-	4.5	-	-	7.11	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.56	-	-	3.509	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1199	-	-	968	-	-	285	303	670	293	299	698
Stage 1	-	-	-	-	-	-	585	570	-	661	629	-
Stage 2	-	-	-	-	-	-	641	616	-	582	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1199	-	-	968	-	-	255	288	670	275	284	698
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	288	-	275	284	-
Stage 1	-	-	-	-	-	-	561	547	-	634	624	-
Stage 2	-	-	-	-	-	-	595	611	-	547	530	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	25.1	17.3
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	266	1199	-	-	968	-	-	378
HCM Lane V/C Ratio	0.332	0.032	-	-	0.006	-	-	0.228
HCM Control Delay (s)	25.1	8.1	0	-	8.7	0	-	17.3
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0.1	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	337	309	3	5	9
Future Vol, veh/h	5	337	309	3	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	17	11	9	0	0	0
Mvmt Flow	6	387	355	3	6	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	358	0	-	0	756	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.27	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.353	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1122	-	-	-	379	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1122	-	-	-	376	692
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1122	-	-	-	532
HCM Lane V/C Ratio	0.005	-	-	-	0.03
HCM Control Delay (s)	8.2	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

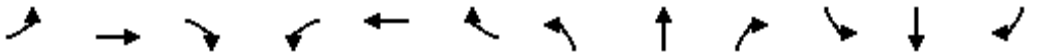
Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	1	8	5	1	13
Future Vol, veh/h	6	1	8	5	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	8
Mvmt Flow	7	1	9	6	1	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	29	12	0	0	15	0
Stage 1	12	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	991	1074	-	-	1616	-
Stage 1	1016	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	990	1074	-	-	1616	-
Mov Cap-2 Maneuver	990	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1001	1616	-
HCM Lane V/C Ratio	-	-	0.008	0.001	-
HCM Control Delay (s)	-	-	8.6	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	301	80	176	404	0	0	0	0	131	0	56
Future Volume (vph)	0	301	80	176	404	0	0	0	0	131	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0		5.0	6.0					5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00					1.00	1.00	
Frt		0.97		1.00	1.00					1.00	0.85	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		1813		1805	1900					1703	1599	
Flt Permitted		1.00		0.37	1.00					0.95	1.00	
Satd. Flow (perm)		1813		703	1900					1703	1599	
Peak-hour factor, PHF	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	367	98	215	493	0	0	0	0	160	0	68
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	52	0
Lane Group Flow (vph)	0	456	0	215	493	0	0	0	0	160	16	0
Heavy Vehicles (%)	0%	2%	1%	0%	0%	0%	0%	0%	0%	6%	0%	1%
Turn Type		NA		pm+pt	NA					Split	NA	
Protected Phases		1		2	5					3	3	
Permitted Phases				5								
Actuated Green, G (s)		28.7		39.7	31.4					15.8	15.8	
Effective Green, g (s)		28.7		39.7	31.4					15.8	15.8	
Actuated g/C Ratio		0.42		0.58	0.46					0.23	0.23	
Clearance Time (s)		6.0		5.0	6.0					5.0	5.0	
Vehicle Extension (s)		4.0		2.0	4.0					2.0	2.0	
Lane Grp Cap (vph)		756		538	867					391	367	
v/s Ratio Prot		0.25		c0.05	c0.26					c0.09	0.01	
v/s Ratio Perm				0.18								
v/c Ratio		0.60		0.40	0.57					0.41	0.04	
Uniform Delay, d1		15.6		12.9	13.7					22.5	20.6	
Progression Factor		1.00		0.23	0.72					1.00	1.00	
Incremental Delay, d2		1.6		0.2	1.0					0.3	0.0	
Delay (s)		17.2		3.1	11.0					22.8	20.6	
Level of Service		B		A	B					C	C	
Approach Delay (s)		17.2			8.6			0.0			22.1	
Approach LOS		B			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	68.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	302	0	0	332	192	248	3	172	0	0	0
Future Volume (vph)	130	302	0	0	332	192	248	3	172	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00				
Frt	1.00	1.00			1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1805	1863			1881	1615	1805	1620				
Flt Permitted	0.49	1.00			1.00	1.00	0.95	1.00				
Satd. Flow (perm)	923	1863			1881	1615	1805	1620				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	140	325	0	0	357	206	267	3	185	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	112	0	143	0	0	0	0
Lane Group Flow (vph)	140	325	0	0	357	94	267	45	0	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA			NA	Perm	Split	NA				
Protected Phases	6	1			5		7	7				
Permitted Phases	1					5						
Actuated Green, G (s)	34.3	28.7			31.4	31.4	15.8	15.8				
Effective Green, g (s)	34.3	28.7			31.4	31.4	15.8	15.8				
Actuated g/C Ratio	0.50	0.42			0.46	0.46	0.23	0.23				
Clearance Time (s)	5.0	6.0			6.0	6.0	5.0	5.0				
Vehicle Extension (s)	2.0	4.0			4.0	4.0	2.0	2.0				
Lane Grp Cap (vph)	531	777			858	737	414	372				
v/s Ratio Prot	c0.02	0.17			c0.19		c0.15	0.03				
v/s Ratio Perm	0.11					0.06						
v/c Ratio	0.26	0.42			0.42	0.13	0.64	0.12				
Uniform Delay, d1	12.0	14.2			12.5	10.8	24.0	21.0				
Progression Factor	0.10	0.53			1.00	1.00	1.00	1.00				
Incremental Delay, d2	0.1	0.5			0.4	0.1	2.6	0.1				
Delay (s)	1.3	8.0			13.0	10.9	26.5	21.1				
Level of Service	A	A			B	B	C	C				
Approach Delay (s)		6.0			12.2			24.3			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	68.8	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	460	507	3	4	17
Future Vol, veh/h	14	460	507	3	4	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	15	500	551	3	4	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	1083	553
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	530	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1026	-	-	-	243	537
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1026	-	-	-	238	537
Mov Cap-2 Maneuver	-	-	-	-	238	-
Stage 1	-	-	-	-	568	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1026	-	-	-	433
HCM Lane V/C Ratio	0.015	-	-	-	0.053
HCM Control Delay (s)	8.6	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	38	335	93	1	408	43	64	7	8	43	7	38
Future Vol, veh/h	38	335	93	1	408	43	64	7	8	43	7	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	41	364	101	1	443	47	70	8	9	47	8	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	490	0	0	465	0	0	990	989	415	974	1016	467
Stage 1	-	-	-	-	-	-	497	497	-	469	469	-
Stage 2	-	-	-	-	-	-	493	492	-	505	547	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1084	-	-	1107	-	-	227	249	642	233	240	600
Stage 1	-	-	-	-	-	-	559	548	-	579	564	-
Stage 2	-	-	-	-	-	-	562	551	-	553	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1107	-	-	198	236	642	215	227	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	236	-	215	227	-
Stage 1	-	-	-	-	-	-	530	520	-	549	563	-
Stage 2	-	-	-	-	-	-	516	550	-	510	494	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	32.3	22.6
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	216	1084	-	-	1107	-	-	299
HCM Lane V/C Ratio	0.398	0.038	-	-	0.001	-	-	0.32
HCM Control Delay (s)	32.3	8.5	0	-	8.3	0	-	22.6
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0	-	-	1.3

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	366	443	11	3	5
Future Vol, veh/h	17	366	443	11	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	0	0
Mvmt Flow	18	398	482	12	3	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	494	0	-	0	922	488
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1080	-	-	-	302	584
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1080	-	-	-	296	584
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1080	-	-	-	428
HCM Lane V/C Ratio	0.017	-	-	-	0.02
HCM Control Delay (s)	8.4	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	1	10	7	1	13
Future Vol, veh/h	8	1	10	7	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	1	11	8	1	14

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	31	15	0	0	19	0
Stage 1	15	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	988	1070	-	-	1611	-
Stage 1	1013	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	987	1070	-	-	1611	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	996	1611	-
HCM Lane V/C Ratio	-	-	0.01	0.001	-
HCM Control Delay (s)	-	-	8.7	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

RESOLUTION NO. 222.24

TO ENACT INTRODUCTORY LOCAL LAW NO. 8 OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE RELATING TO A CHANGE OF ZONE FROM SINGLE FAMILY RESIDENTIAL (R-1) AND RETAIL BUSINESS (B-1) TO GENERAL BUSINESS (B-2) FOR PROPERTY LOCATED AT HIGHBRIDGE ROAD, MERCER STREET, AND SHERMAN STREET

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 8 of 2024.

SECTION 2. The Town Clerk is directed, following consultation with the Attorney to the Town, to file said Local Law in final form with the New York State Department of State.

SECTION 3. This resolution shall become effective May 22, 2024.

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 15, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo, Senior Planner
TITLE OF REQUEST:	Decision on a Change of Zone request from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2).
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Stewart's Shops Corporation (Contract Vendee) c/o Charles Marshall P.O. Box 435 Saratoga Springs, NY 12866 Change of Zone request on ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with up to four (4) fueling islands. Property is located at Highbridge Road, Mercer Street, and Sherman Street and comprises 5 parcels of property known as Tax Map No. 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1.
Evaluation/Analysis:	Planning Commission issued a positive recommendation on February 6, 2024 on the Change of Zone request.
Recommendation(s):	Town Board conducted a Public Hearing on February 28, 2024 and April 10, 2024.
Attachment/Document(s):	Application Materials Planning Commission Report and Recommendation
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	NYS Town Law Article 16 Proposed Local Law of the Year 2024
LEGISLATION WILL BE PREPARED BY:	Supervisors Office

New York State Department of State
Division of Corporations, State Records and Uniform Commercial Code
One Commerce Plaza, 99 Washington Avenue
Albany, NY 12231-0001
www.dos.ny.gov

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

☐ **County** ☐ **City** ☒ **Town** ☐ **Village**
(Select one:)

of Rotterdam

Local Law No. 8 **of the year 20**24

A local law TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE RELATING TO A CHANGE
(Insert Title)
A CHANGE OF ZONE FROM SINGLE FAMILY RESIDENTIAL (R-1) AND RETAIL
BUSINESS (B-1) TO GENERAL BUSINESS (B-2) FOR PROPERTY LOCATED AT
HIGHBRIDGE ROAD, MERCER STREET, AND SHERMAN STREET

Be it enacted by the Town Board **of the**
(Name of Legislative Body)

☐ **County** ☐ **City** ☒ **Town** ☐ **Village**
(Select one:)

of Rotterdam **as follows:**

See attached

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 8 of 2024 of the (~~County~~)(~~City~~)(Town)(~~Village~~) of Rotterdam was duly passed by the Town Board on May 22 2024, in accordance with the applicable provisions of law.

(Name of Legislative Body)

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ and was deemed duly adopted

(Elective Chief Executive Officer)*

on _____ 20☐☐, in accordance w ith the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ on _____ 20____.

(Elective Chief Executive Officer)*

Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ on _____ 20____. Such local

(Elective Chief Executive Officer)*

law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20____, in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20____ , became operative.

6. (County local law concerning adoption of Charter.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)
I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph ,_____ above.

_____
Clerk of the county legislative body, City, Town or Village Clerk or officer designated by local legislative body

(Seal)

Date: _____

April 30, 2024

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

Mr. Comenzo,

Stewart's received the following comments from Greenman-Pedersen, Inc. (GPI) regarding the submitted Full Environmental Assessment (FEAF) along with the concept plans and traffic study developed by Creighton Manning Engineering (CME). Highlighted below each comment is Stewart's response.

General Review Notes and Comments:

1. An 8' high fence seems excessive given the location and setting. This should be discussed and reviewed by the Planning Board during site plan review.
   Stewart's Response: The inclusion of the 8' fence stemmed from an onsite meeting with the owners of 107 Mercer Ave. The only portion of the fence intended to be 8' would extend along the common property boundary with those property owners. We believe it appropriate to provide shielding for these residents.

2. Additional screening plantings are recommended along Mercer Ave.
   Stewart's Response: Comment acknowledged. Potential modifications achievable if Stewart's seek appropriate zoning where modification can occur with Planning Commission guidance.

3. The gross floor area was calculated to be approximately 5,200 SF based on the definition in the zoning code. This would require 42 parking stalls base on the code required 8 per 1,000 sf.
   Stewart's Response: we believe GPI has included the gas canopy, with the parking at the pumps we are deficient 5 spaces and should Site Plan proceed, we will incorporate those additional spaces.

4. Ensure that all signage meets the requirement of section 270-151. The sign face area should be calculated based on the code requirements. The free-standing sign must be at least 5' from the property line.

Stewart's Response: Comment acknowledged. Sizing and placement can be discussed during Site Plan review.

5. The underground petroleum tanks are required to be at least 25' from the property line per section 270-145.1
Stewart's Response: Comment acknowledged and compliance upon formal Site Plan approval.

6. The northwest corner of the parking lot does not provide adequate turning movement consider revising.
Stewart's Response: Comment acknowledged and will be reviewed.

7. An off-street loading space is required per section 270-150. The minimum dimensions are 15' by 40'.
Stewart's Response: Comment acknowledged and will be added to future plans.

8. Sidewalk improvements should be shown along Highbridge Road including a connection across Mercer Ave.
Stewart's Response: Comment acknowledged and to be included upon formal Site Plan submission.

9. The proposed project will disturb more than 1-acre so a SWPPP with post-construction stormwater management will be required and the proposed treatment practice should be shown on the plans.
Stewart's Response: Comment acknowledged and anticipated upon further submission.

Short Environmental Assessment Form Comments:
Stewart's Response: Full Environmental Assessment Form (FEAF) was submitted and comments based off the FEAF.

10. GENERAL: The following comments assume that the two actions (change of zone and site plan review) will be simultaneously assessed under the SEQR process.

11. Part B.e: The septic system is anticipated to require Schenectady County DOH Approval.
Stewart's Response: Entry changed

12. Part B.g: A SWPPP will be required for the project and require NYSDEC Review.
Stewart's Response: Entry changed

13. Part D.1.b.a: The total acreage of the site should be updated to match the surveyed area.
Stewart's Response: Entry changed

14. Part D.1.b.b: The total acreage to be disturbed should be updated to match what is shown on the proposed site plan.
Stewart's Response: Entry changed

15. Part D.1.b.c: The total acreage owned or controlled by the applicant should be updated.
Stewart's Response: Entry changed

16. Part D.2.e: Additional info needed for part i, ii and iii.
Stewart's Response: Information added

17. Part D.2.n: Part ii needs to be answered and described.
Stewart's Response: Information added

18. Part D.2.r: Part ii needs to be answered.
Stewart's Response: Answers altered

19. Part E.1.a: Check all uses that occur on or near project site and provide description.
Stewart's Response: Commercial added as additional activity

20. Part E.1.b: Update land use and cover types to include the entire project area including work within the ROW.
Stewart's Response: We don't understand what's missing and no revision made

21. Part E.2.c: Predominant soil types should be provided.
Stewart's Response: Answer altered. According to Web Soil Survey the site consists of 100% Colonie Loamy Fine Sand.

22. Part E.2.d: Average depth to water table should be provided.
Stewart's Response: According to Web Soil Survey, groundwater is at approximately 80". Deep hole and perc tests have not been completed because of contamination concern. Should Change of Zone be granted, this is included in Site Plan development.

23. Part E.2.m: Predominant wildlife species should be provided.
Stewart's Response: No known habitat on site, grey squirrel added as common tree dweller.

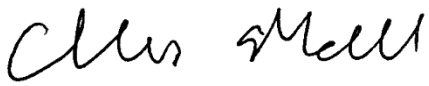
24. Part E.3.b: Are agricultural lands consisting of highly productive soils present? This needs to be answered.
Stewart's Response: Answer updated to "no" as agricultural use is not permitted in B-1 zone.

GPI generally conformed to all CME traffic study comments and Stewart's did not address.

The information requested has been revised where appropriate. As the initial comment letter indicated the SEQRA review has elements of the Site Plan included where it has not been fully designed or developed and only a concept level done for contemplation of the Change of Zone.

If there are additional questions or you need additional information, please reach me at (518) 581-1201 ext 4435.

Respectfully submitted,



Charles "Chuck" Marshall
Stewart's Shops Corp.

May 1st, 2024 SENT VIA E-MAIL

Peter Comenzo, Senior Planner
Town of Rotterdam
1100 Sunrise Blvd.
Rotterdam, NY 12306

RE: TDE Review – Stewart's Shops Highbridge Road
1098 Highbridge Road, Rotterdam, NY

Dear Mr. Comenzo,

GPI has received a comment response letter provided by Stewart's Shops Corp dated Apr 30, 2024 with an updated EAF Long Form dated Apr 26, 2024

GPI has reviewed the submitted materials and compiled comments on the materials submitted. Previous comments that have not been adequately addressed are included and begin with a P# to indicate they are from the prior review. Additional information has been added in **bold** to the end of the original comment for any clarification that could be provided. The applicant's responses to the comments have been included as *italicized* text below the comments. Listed comments below are only the issues identified during the review, the applicant will need to review all of the materials produced for the submission for any related issues or conflicts in other reports/documents.

General Review Notes and Comments:

1. P#1: An 8' high fence seems excessive given the location and setting. This should be discussed and reviewed by the Planning Board during site plan review. **An 8' high fence will require a variance from the zoning board. This will be addressed during site plan review.**

    - *RESPONSE: The inclusion of the 8' fence stemmed from an onsite meeting with the owners of 107 Mercer Ave. The only portion of the fence intended to be 8' would extend along the common property boundary with those property owners. We believe it appropriate to provide shielding for these residents.*

2. P#2: Additional screening plantings are recommended along Mercer Ave. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged. Potential modifications achievable if Stewart's seek appropriate zoning where modification can occur with Planning Commission guidance.*

3. P#3: The gross floor area was calculated to be approximately 5,200 SF based on the definition in the zoning code. This would require 42 parking stalls base on the code required 8 per 1,000 sf. **The definition for gross floor area from the zoning code is "For computing off-street parking requirements, the sum of the gross horizontal area(s) of the floor(s) of the building(s) measured from the interior faces of the walls. All roofed areas, except porches, terraces, cellars, basements, enclosed off-street parking areas and pedestrian walkways in an enclosed mail, shall be included in calculation of floor areas." GPI scaled the areas from the site plans which included 3,975 sf for the proposed shop, 1,400 sf for roof overhangs and building canopies, and 110 sf for the attached shed. This would be a total of 5,485 sf of gross floor area which would require 44 parking stalls. This can be addressed during site plan review.**

    - *RESPONSE: we believe GPI has included the gas canopy, with the parking at the pumps we are deficient 5 spaces and should Site Plan proceed, we will incorporate those additional spaces.*

4. P#4: Ensure that all signage meets the requirement of section 270-151. The sign face area should be calculated based on the code requirements. The free-standing sign must be at least 5' from the property line. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged. Sizing and placement can be discussed during Site Plan review.*

5. P#5: The underground petroleum tanks are required to be at least 25' from the property line per section 270-145.1. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged and compliance upon formal Site Plan approval.*

6. P#6: The northwest corner of the parking lot does not provide adequate turning movement consider revising. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged and will be reviewed.*

7. P#7: An off-street loading space is required per section 270-150. The minimum dimensions are 15' by 40'. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged and will be added to future plans.*

8. P#8: Sidewalk improvements should be shown along Highbridge Road including a connection across Mercer Ave. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged and to be included upon formal Site Plan submission.*

9. P#9: The proposed project will disturb more than 1-acre so a SWPPP with post-construction stormwater management will be required and the proposed treatment practice should be shown on the plans. **This will be addressed during site plan review.**

    - *RESPONSE: Comment acknowledged and anticipated upon further submission.*

Full Environmental Assessment Form Comments:

All previous comments have been sufficiently addressed and GPI confirms the application is complete. We recommend the Town Board consider approval of the SEQR Full EAF form.

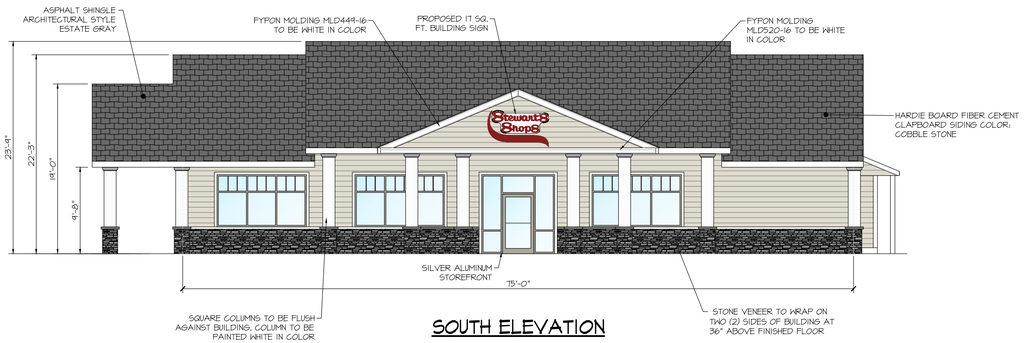
Please feel free to contact us with any questions.

Regards,
GPI/GREENMAN-PEDERSEN, INC.

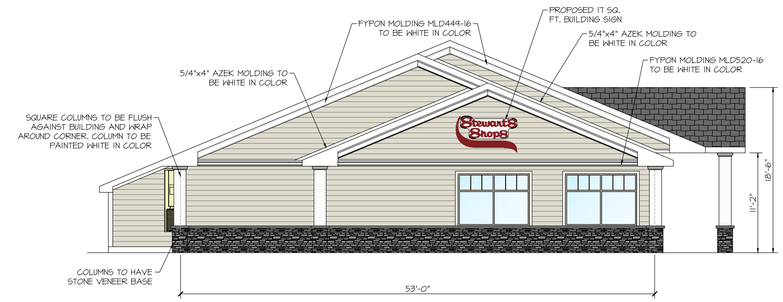
Ryan Trunko, PE
Project Manager
80 Wolf Road, Suite 600, Albany, NY 12205
518-898-9551 | rtrunko@gpinet.com

PROPOSED STEWART'S SHOP

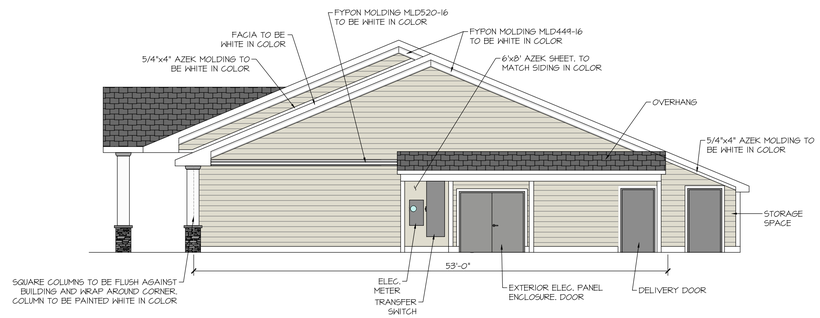
1098 HIGHBRIDGE ROAD - SCHENECTADY (T/ ROTTERDAM), NY 12303



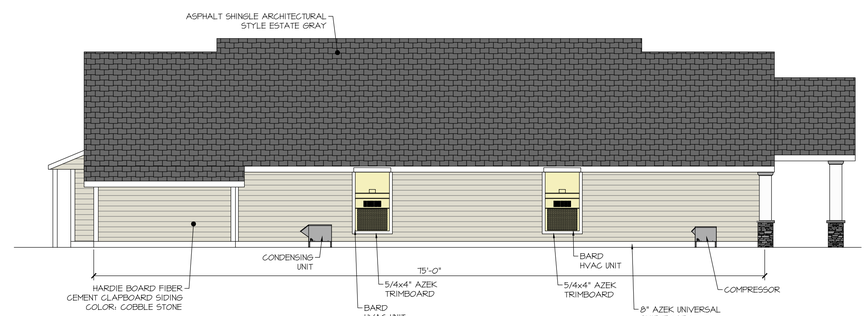
SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION



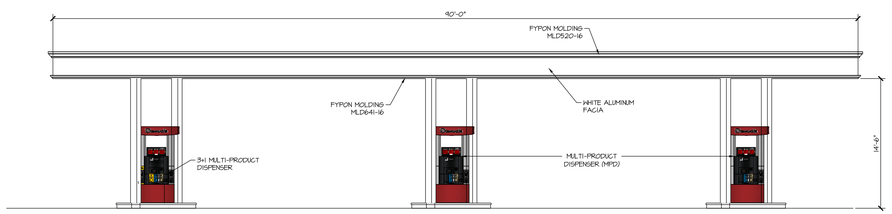
NORTH ELEVATION

PROPOSED FREESTANDING SIGN

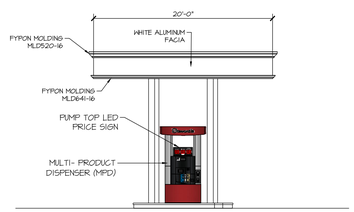
SIZE: - 7'-10"x8' = 63 SQ. FT.

LETTERS: - 1/8" PLEXIGLASS FACE ON 4-1/2" THICK CAN

ILLUMINATION: - INTERNALLY ILLUMINATED WITH LED LIGHTING
- BURGUNDY LETTERS
- WHITE COLOR BACKGROUND
- 16" RED LED GAS PRICE NUMBERS
- 16" GREEN LED DIESEL PRICE NUMBERS



GAS CANOPY FRONT ELEVATION



GAS CANOPY SIDE ELEVATION

Stewart's Shops

TYPICAL BUILDING SIGN

SIZE: - 17 SQ. FT.

LETTERS: - 1/8" PLEXIGLASS FACE ON 4-1/2" THICK CAN

ILLUMINATION: - INTERNALLY ILLUMINATED WITH LED LIGHTING
- BURGUNDY LETTERS
- WHITE COLOR BACKGROUND

STATE OF NEW YORK · SCOTT EDWIN KRIDNER · 091096 · LICENSED PROFESSIONAL ENGINEER

ALTERATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER IS ILLEGAL AND A VIOLATION OF THE NEW YORK STATE EDUCATION LAW

STORE NAME, ABBREVIATION & NO.: HIGHBRIDGE ROAD - HBR - 400

SITE LOCATION: 1098 HIGHBRIDGE ROAD - SCHENECTADY (T/ ROTTERDAM), NY 12303

DATE	NO.	REVISIONS
3/25/24	1	REDUCE FUEL CANOPY TO 3 ISLANDS, ADD ADDITIONAL FENCE AND SCREENING

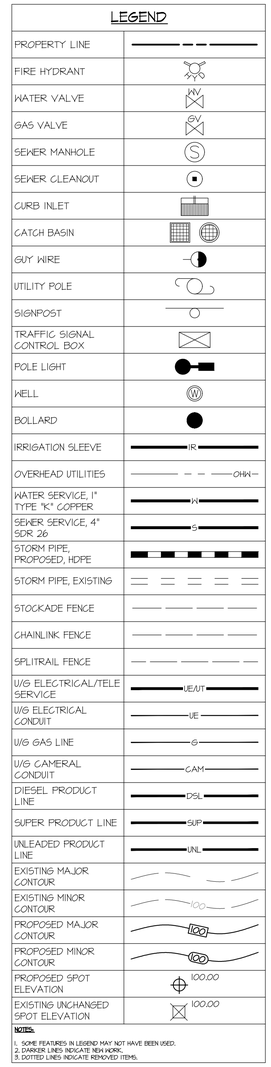
Stewart's Shops
SARATOGA SPRINGS, NY 12866
TEL. (518)581-1200 FAX (518)581-1209

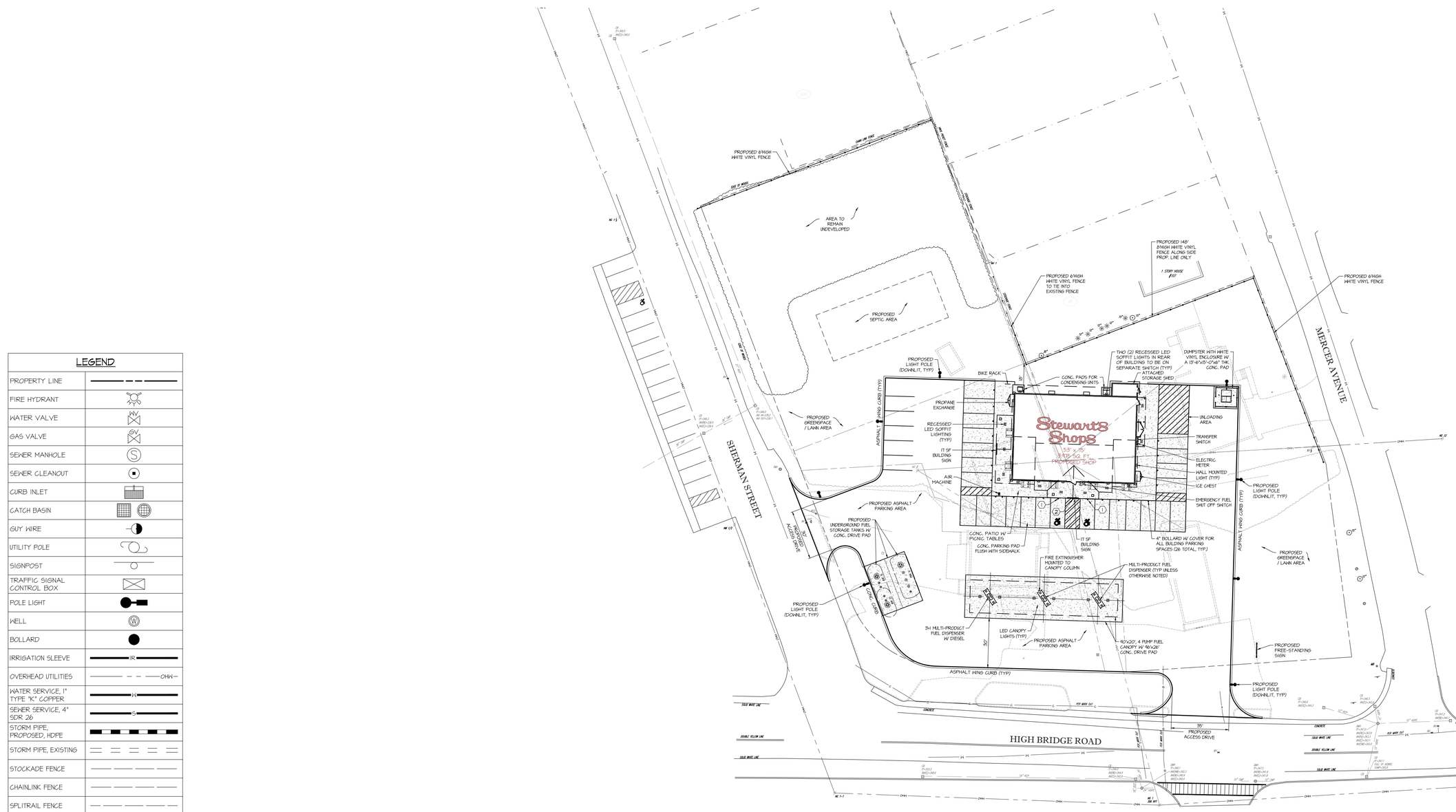
DRAWN BY: JRG
SCALE: AS SHOWN
DATE: 1/2/24

DRAWING NO.: T-1

TITLE: TITLE SHEET

May 22, 2024





SIGN KEY:

1) ALL SIGNS ARE TO CONFORM WITH N.Y.S.D.O.T. STANDARD SECTION 645.

2) SIGN POST TO BE SECURED IN BOLLARD WITH SAND

3) SIGNS SHALL BE MOUNTED TO GALVANIZED U CHANNEL POSTES IN THE LOCATIONS INDICATED ON THE PLAN.

HANDICAP SIGN
RT-1 12"x18"
RT-8A 12"x6"
6'-0" MOUNTING HEIGHT MIN., SEE PLAN FOR LOCATION

NO PARKING SIGN
RT-1 12"x18"
6'-0" MOUNTING HEIGHT MIN., SEE PLAN FOR LOCATION

STATE OF NEW YORK
SCOTT EDWIN KITCHENER
091096
LICENSED PROFESSIONAL ENGINEER

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STORE NAME, ABBREVIATION # NO:
HIGHBRIDGE ROAD - HBR - 400

SITE LOCATION
1098 HIGHBRIDGE ROAD - SCHENECTADY (T/ ROTTERDAM), NY 12303

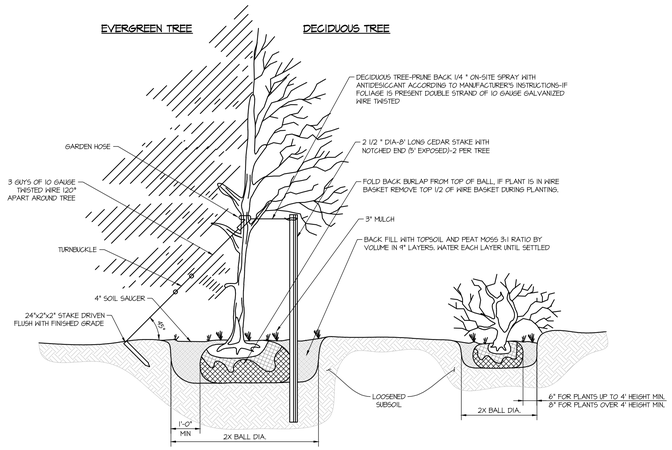
DATE	NO.	REVISIONS
3/25/24	1	REDUCE FUEL CANOPY TO 3 ISLANDS, ADD ADDITIONAL FENCE AND SCREENING
.	.	

Stewart's Shops
SARATOGA SPRINGS, NY 12866
TEL. (518)581-1200 FAX (518)581-1209

DRAWN BY: JRG
SCALE: 1"=30'
DATE: 1/2/24

DRAWING NO.
S-2

TITLE:
PROPOSED SITE PLAN



PLANTING NOTES:

1. DECIDUOUS PLANTING SEASONS
   SPRING: APRIL 1 - MAY 20
   FALL: OCTOBER 1 - NOVEMBER 15
2. ALL PLANTS SHALL BE GUARANTEED AND MAINTAINED FOR A PERIOD OF 1 YEAR AFTER BEING PROPERLY PLANTED.
3. REPLACEMENT PLANTS SHALL BE PLANTED IN CONFORMANCE WITH THE SAME SPECIFICATIONS AS THE ORIGINAL PLANTS.
4. WRAP DECIDUOUS TREES OVER 1" CAL WITH PLASTIC TREE GUARDS
   - REMOVE TREE GUARDS AFTER A MIN. OF 2 WINTERS AND BEFORE A MAX. OF 5 WINTERS
5. EVERGREEN TREE-GROUND LINE TO BE THE SAME AS EXISTED AT THE NURSERY
6. TREE CALIPER IS TO BE MEASURED AT A HEIGHT OF 4'.
7. ALL STAKES AND GUY WIRES TO BE REMOVED 2 YEARS AFTER INITIAL PLANING.

PLANTING DETAIL

SCALE: N.T.S.

PLANT LIST

	ABRV	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING
PERENNIALS	HS	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY - STELLA DE ORO	3	2 GAL.	AS SHOWN
	RF	RUDBECKIA FULGIDA	BLACK-EYED SUSAN	24	2 GAL.	AS SHOWN
	EP	ECHINACEA PURPUREA 'RUBY STAR'	CONEFLOWER - PURPLE	14	2 GAL.	AS SHOWN
	PF	PENNISETUM PIGLET	GRASS - PIGLET FOUNTAIN	8	2 GAL.	AS SHOWN
	AG	ASTILBE X ARENDSII 'GRANAT'	GRANAT ASTILBE	8	2 GAL.	AS SHOWN
SHRUBS	RPJ	RHODODENDRON 'P.J.M'	P.J.M RHODODENDRON	3	14"-18"	AS SHOWN
	SJ	SPIRAEA JAPONICA	LITTLE PRINCESS SPIREA	12	14"-18"	AS SHOWN
	PC	PRUNUS X CISTENA	PURPLE LEAF SANDCHERRY	10	18"-24"	AS SHOWN
	SG	SPIRAEA GOLDMOUND	GOLDMOUND SPIREA	15	14"-18"	AS SHOWN
TREES	PS	PINUS STROBUS	EASTERN WHITE PINE	9	6' MIN.	AS SHOWN
	PIAB	PICEA ABIES	NORWAY SPRUCE	7	6' MIN.	AS SHOWN
	BN	BETULA NIGRA	MULTI STEM RIVER BIRCH	2	10'-12' MIN.	AS SHOWN
	CF	CORNUS FLORIDA 'CHEROKEE CHIEF	RED FLOWERING DOGWOOD	2	3" - 3-1/2" CAL.	AS SHOWN
	GTS	GLEDITSIA TRIACANTHOS 'SHADEMASTER'	SHADEMASTER HONEYLOCUST	2	3" - 3-1/2" CAL.	AS SHOWN

STATE OF NEW YORK
SCOTT EDWIN KITCHNER
091096
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STORE NAME, ABBREVIATION & NO.
HIGHBRIDGE ROAD - HBR - 400

SITE LOCATION
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DATE	NO.	REVISIONS
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-	-	

Stewart's Shops
SARATOGA SPRINGS, NY 12866
TEL. (518)581-1200 FAX (518)581-1209

DRAWN BY: JRG
SCALE: 1"=20'
DATE: 1/2/24

DRAWING NO.
S-4

TITLE:
LANDSCAPE PLAN

1098 Highbridge Rd.
Schenectady (T/Rotterdam), NY 12303

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RLAtechnolgy.com
513-57 4-9500

RLA TECH SOLUTIONS

1098 Highbridge Rd.
Schenectady (T/Rotterdam), NY 12303

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513-57 4-9500

RLATECH SOLUTIONS

Town of Rotterdam
Office of the Planning Commission

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

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

Resolution Number PC2024-10
Moved by Mr. Collins seconded by Mr. Miglucci
Applicant: Stewart's Shops Corp.

Resolution Adopting a Report and Recommendation on the Change of Zone Request by Stewart's Shops Corp.

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has received an application from Stewart's Shops Corp. ("Applicant") for a Change of Zone request on ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart's Convenience Store with four (4) fueling islands. Property is located at Highbridge Road, Mercer Street, and Sherman Street and comprises 5 parcels of property known as Tax Map No. 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1; and

WHEREAS, the Town Board referred the Change of Zone application to the Planning Commission on January 24, 2024 for a report and recommendation thereon; and

WHEREAS, the Applicant, through its representative, Chuck Marshall, presented the Change of Zone application to the Planning Commission at its regularly scheduled meeting held on February 6, 2024; and

WHEREAS, the Planning Commission reviewed the proposed Change of Zone at its regularly scheduled meeting held on February 6, 2024; and

WHEREAS, the Planning Commission has deliberated on the proposed Change of Zone;

NOW, THEREFORE, upon motion of Member Collins, seconded by Member Miglucci,

BE IT RESOLVED, by the Planning Commission of the Town of Rotterdam as follows:

1. The Planning Commission hereby adopts the following as its report on the proposed Change of Zone:

   The Change of Zone request concerns a total of ±1.86 acres consisting of five separate parcels located on the corner of Highbridge Road, Mercer Street, and Sherman Street. 106 Sherman Street is currently vacant, 102 Sherman Street surrounds Tax Parcel 59.16-2-9.2 which previously operated as a gas station/auto repair facility that has not been in operation for several years, 1100 Highbridge Road contains a dilapidated structure that was previously utilized as a convenience store and deli, and 101 Mercer Avenue which is currently a two-family residence. The Applicant seeks the change of zone to facilitate the construction of a new Stewart's Shop (convenience store) with fuel pumps. The property was previously developed with a motor vehicle fueling station and convenience store on separate properties. Over the last 40 years or so, modernization of these types of uses have evolved and the combining of these two uses into one building site is standard. The Town Zoning Code was

amended to recognize this and updates to the Town Code in regards to Convenience Stores was amended on April 11, 2001 by the Town Board.

Rezoning the parcel would expand the allowable uses to include, in addition to uses allowed in the B-1 zoning district, the following:

- Establishments for making, assembling or repairing articles, with all such activities and Storage located entirely within an enclosed building;
- Commercial health and recreation establishments;
- Wholesale business and storage conducted entirely within an enclosed building;
- Data processing and computer services;
- Motor vehicle repair shops (special use permit);
- Propane gas filling stations (special use permit);
- Car washes (special use permit);
- Dry-cleaning laundry facilities (special use permit);
- Mass transportation facilities (special use permit);
- Drive-in establishments (special use permit);
- Public utility or communications installations (special use permit);
- Hotels and motels (special use permit);
- Contractor's shops and equipment storage yards (special use permit);
- Veterinary hospitals (special use permit);
- Motor vehicle sales and rental establishments (special use permit);
- Motor vehicle fuel filling stations (special use permit); and
- Convenience stores (special use permit).

There would be no change in the required lot area or lot frontage; the B-1 and B-2 zoning districts both require a minimum lot area of 15,000 square feet, with a minimum lot width of 100 feet.

2. Subject to the considerations set forth below in Paragraph 3, the Planning Commission hereby adopts **a positive recommendation** on the Stewart's Shops Corp. Change of Zone request for the following reasons: The proposed Change of Zone would permit the existing abandoned motor vehicle repair facility and deli located on the site to be demolished and the site redeveloped, modernized, and expanded. Pursuant to the Town's Comprehensive Plan, this property is in/near a Key Regional Access point which promotes the accessibility of the Town in the Capital Region and beyond. Enhancing regional connections and gateways creates a sense of place and creates opportunities to attract future business, industry, employers, and residents and provides an opportunity for marketing the Town. The property is in the "gateway" to the Highbridge neighborhood and currently an eyesore. Permitting a redevelopment/expansion of this property into a Stewart's Shop would be an asset to the community and would align with the goals set forth in the Comprehensive Plan.

3. This recommendation is subject to the following considerations:

    a. The various lots should be consolidated into one parcel if and when the Applicant seeks approval to redevelop the parcels for a new Stewart's Shop.

b. Neither a positive recommendation by the Planning Commission, nor any rezoning action taken by the Town Board, should be construed as an approval or other favorable position concerning any proposed conceptual development plan. Any proposed development shall remain subject to full review by the Planning Commission and, as necessary, by the Zoning Board of Appeals.

Member	Aye	Nay
Kimberly Ricker Scannell	**X**	
Mark D'Alessandro		**X**
Wayne Calder	**X**	
Clark Collins	**X**	
Joseph Miglucci	**X**	
Lynn Flansburg	**X**	
Joseph Signore	**X**	

Peter J. Comenzo
Senior Planner

Kimberly Ricker Scannell
Planning Commission Chairman

RESOLUTION NO. 223.24

TO ADOPT A NEGATIVE DECLARATION TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO REDUCE THE ALLOWABLE BUILDING HEIGHT IN THE MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam herby adopts the Negative Declaration dated May 22, 2024, as prepared by the Senior Planner, to amend Chapter 270, Zoning, of the Town Code, to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

SECTION 2. The Town Board hereby authorizes the Senior Planner to distribute all documents necessary to comply with 6 NYCRR Part 612.12 (State Environmental Quality Review).

SECTION 3. This resolution shall become effective May 22, 2024.

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 13, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo – Senior Planner PC
TITLE OF REQUEST:	Issuance of a Negative Declaration under SEQR to amend the Zoning Code for the Town of Rotterdam and reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District.
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay currently allows buildings to be three stories and up to 45 feet in height. Proposed amendment would reduce the allowable height to 2 stories up to 30 feet in height. Town Board referred this matter to the Planning Commission on April 24, 2024. Planning Commission issued a positive report and recommendation on May 7, 2024
Evaluation/Analysis:	Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in areas of the town that contain underutilized and vacant properties to foster redevelopment opportunities. The December 2022 update to the Comprehensive Plan contains recommended actions for the corridor mixed use area. Limiting building heights Main Street/Neighborhood Center Zoning to two stories would help to implement these recommendations in the Comprehensive Plan.
Recommendation(s):	Issuance of a Negative Declaration under SEQR
Attachment/Document(s):	SEQR Short Environmental Assessment Form Draft Negative Declaration
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	NYCRR Part 617
LEGISLATION WILL BE PREPARED BY:	Supervisor's Office

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:
Town of Rotterdam Zoning Code Amendment

Project Location (describe, and attach a location map):
Town of Rotterdam

Brief Description of Proposed Action:
Amend the Zoning Code for the Town of Rotterdam and reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District. Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay currently allows buildings to be three stories and up to 45 feet in height. Proposed amendment would reduce the allowable height to 2 stories up to 30 feet in height.

Name of Applicant or Sponsor:	Telephone: 518-355-7575 x-338
Town of Rotterdam - c/o Peter Comenzo - Senior Planner	E-Mail: pcomenzo@rotterdamny.org

Address:
1100 Sunrise Boulevard

City/PO:	State:	Zip Code:
Rotterdam	New York	12306

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☐	☑
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:	☐	☐

3. a. Total acreage of the site of the proposed action? _____ acres
   b. Total acreage to be physically disturbed? _____ acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☐ Residential (suburban)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☐	☐
b. Consistent with the adopted comprehensive plan?	☐	☐	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☐

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☐	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☐	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☐

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☐

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____ _____	☐	☐

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____ _____	☐	☐

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☐	☐
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☐	☐

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☐	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☐	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☐ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☐	☐
16. Is the project site located in the 100-year flood plan?	☐	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☐	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☐	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☐
If Yes, briefly describe: _____ _____		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	☐	☐
If Yes, explain the purpose and size of the impoundment: _____ _____		
~~1~~9. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	☐	☐
If Yes, describe: _____ _____		
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	☐	☐
If Yes, describe: _____ _____		

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Peter Comenzo Date: April 24, 2024

Signature: Peter Comenzo Title: Senior Planner

PRINT FORM

Agency Use Only [If applicable]

Project:	Zoning MS NC height
Date:	May 22, 2024

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	**Moderate to large impact may occur**
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Agency Use Only [If applicable]

Project: MS NC height

Date: May 22, 2024

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Rotterdam Town Board	May 22, 2024
Name of Lead Agency	Date
Mollie Collins	Town Supervisor
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
	Peter Comenzo
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

6NYCRR PART 617
NEGATIVE DECLARATION
Notice of Determination of Non-Significance
State Environmental Quality Review

Date: May 22, 2024

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

After a review of the application materials, Environmental Assessment Form, and comments received on this proposal, the Town Board of the Town of Rotterdam has determined that the proposed action described below will not have a significant adverse impact on the environment and a Draft Impact Statement will not be prepared.

SEQRA Status:	Type I	( )
	Type II	( )
	Unlisted	(X)
Conditioned Negative Declaration:	Yes	( )
	No	(X)
Description of Action:	To amend Chapter 270 of the Town Code of the Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay currently allows buildings to be three stories and up to 45 feet in height. Proposed amendment would reduce the allowable height to 2 stories up to 30 feet in height.	
Petitioner:	Town Board of the Town of Rotterdam John F. Kirvin Government Center 1100 Sunrise Boulevard Rotterdam, New York 12306	

Reasons Supporting This Determination:
(See 617.7(a)-(c) for requirements of this determination)

This non-project action concerns amending Chapter 270 of the Code of the Town of Rotterdam.

The amendment is to Chapter 270, entitled “Zoning” to modify the allowable height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

The MS/NC district was adopted in 2017 as part of an effort that the Town conducted to analyze properties in the existing commercial corridors and gateway areas to the Town and encourage redevelopment.

DRAFT

The intent of the MS/NC overlay district is to allow for retail on the first floor and residential development on the second floor. The Rotterdam Comprehensive Plan ("Comprehensive Plan") update was a multi-year effort that ultimately concluded with adoption on December 14, 2022.

The current MS/NC zoning overlay district allows for building to be 3 stories up to 45 feet in height. The existing development patterns in the MS/NC overlay district are one and two-story buildings. The allowance for construction of structures up to 45 feet could potentially have a negative effect on these very important mixed use commercial nodes in the Town.

The existing height allowance of 45 feet is in conflict with the updated Comprehensive Plan as does not maintain the land use patterns of existing residential neighborhoods and preserve the character of established neighborhoods. As the Town moves forward with the implementation of the Comprehensive Plan, new guidelines will be focused on scale, design, and density to ensure that new housing is sensitive to surrounding neighborhood context. Amending the height allowances in the MS/NC Overlay district now will give the Town time to implement the recommendations of the Comprehensive Plan.

After a review of the applicable modifications, Environmental Assessment Form, and comments received on this proposal, the Town Board of the Town of Rotterdam has determined that this proposal will not have a significant adverse impact on the environment.

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

(i) a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems;

(ii) the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources;

(iii) the impairment of the environmental characteristics of a Critical Environmental Area.

(iv) the creation of a material conflict with a community's current plans or goals as officially approved or adopted;

(v) the impairment of the character or quality of important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character;

(vi) a major change in the use of either the quantity or type of energy;

(vii) the creation of a hazard to human health;

(viii) a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;

(ix) the encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action;

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

The Town Board has also considered the reasonably related long-term, short-term, direct, indirect and cumulative impacts, including other simultaneous or subsequent actions, which are:
(i) included in any long-range plan of which the action under consideration is a part;
(ii) likely to be undertaken as a result thereof; or
(iii) dependent thereon.
(3) The significance of a likely consequence (i.e., whether it is material, substantial, large or important) has be assessed in connection with:
(i) its setting (e.g., urban or rural);
(ii) its probability of occurrence;
(iii) its duration;
(iv) its irreversibility;
(v) its geographic scope;
(vi) its magnitude; and
(vii) the number of people affected

At a regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, NY on the 22nd day of May 2024 hereby adopted this NEGATIVE DECLARATION pursuant to 6NYCRR PART 617, State Environmental Quality Review.

_____

Mollie Collins
Town Supervisor

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

Town of Rotterdam, NY
Monday, April 22, 2024

Chapter 270. Zoning

Article VIIIB. MS/NC Main Street/Neighborhood Center Overlay District

§ 270-53.25. Maximum building height.

Where an election has been made to proceed under this article in accordance with § **270-53.21**, the maximum building height shall be ~~three~~ two stories, not exceeding ~~45~~ 30 feet.

RESOLUTION NO. 224.24

TO ENACT INTRODUCTORY LOCAL LAW NO. 9 OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO REDUCE THE ALLOWABLE BUILDING HEIGHT IN THE MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 9 of 2024.

SECTION 2. The Town Clerk is directed, following consultation with the Attorney to the Town, to file said Local Law in final form with the New York State Department of State.

SECTION 3. This resolution shall become effective May 22, 2024.

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 13, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo – Senior Planner PC
TITLE OF REQUEST:	Amendment to the Zoning Code to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District.
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay currently allows buildings to be three stories and up to 45 feet in height. Proposed amendment would reduce the allowable height to 2 stories up to 30 feet in height. Town Board referred this matter to the Planning Commission on April 24, 2024. Planning Commission issued a positive report and recommendation on May 7, 2024
Evaluation/Analysis:	Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in areas of the town that contain underutilized and vacant properties to foster redevelopment opportunities. The December 2022 update to the Comprehensive Plan contains recommended actions for the corridor mixed use area. Limiting building heights Main Street/Neighborhood Center Zoning to two stories would help to implement these recommendations in the Comprehensive Plan.
Recommendation(s):	Amendment to Chapter 270-53.25 Maximum Building Height
Attachment/Document(s):	Proposed Local Law Amendment PC Verbatim Minutes May 7, 2024 Schenectady County 239-m
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	NYCRR Part 617
LEGISLATION WILL BE PREPARED BY:	Supervisor's Office

New York State Department of State
Division of Corporations, State Records and Uniform Commercial Code
One Commerce Plaza, 99 Washington Avenue
Albany, NY 12231-0001
www.dos.ny.gov

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

☐ **County** ☐ **City** ☒ **Town** ☐ **Village**
(Select one:)

of Rotterdam

Local Law No. 9 **of the year 20**24

A local law TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE RELATING TO REDUCE
(Insert Title)
THE ALLOWABLE BUILDING HEIGHT IN THE MAIN STREET/NEIGHBORHOOD
CENTER (MS/NC) OVERLAY DISTRICT

Be it enacted by the Town Board **of the**
(Name of Legislative Body)

☐ **County** ☐ **City** ☒ **Town** ☐ **Village**
(Select one:)

of Rotterdam **as follows:**

See attached

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 9 of 2024 of the (~~County~~)(~~City~~)(Town)(~~Village~~) of Rotterdam was duly passed by the Town Board on May 22 2024, in accordance with the applicable provisions of law.

(Name of Legislative Body)

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ and was deemed duly adopted

(Elective Chief Executive Officer)*

on _____ 20[ ][ ], in accordance w ith the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ on _____ 20____.

(Elective Chief Executive Officer)*

Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ on _____ 20____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20____, in accordance with the applicable provisions of law.

(Elective Chief Executive Officer)*

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20____ , became operative.

6. (County local law concerning adoption of Charter.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)
I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph ,_____ above.

_____
Clerk of the county legislative body, City, Town or Village Clerk or officer designated by local legislative body

(Seal)

Date: _____

Town of Rotterdam, NY
Monday, April 22, 2024

Chapter 270. Zoning

Article VIIIB. MS/NC Main Street/Neighborhood Center Overlay District

§ 270-53.25. Maximum building height.

Where an election has been made to proceed under this article in accordance with § **270-53.21**, the maximum building height shall be ~~three~~ two stories, not exceeding ~~45~~ 30 feet.

Town of Rotterdam
Office of the Planning Commission

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

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

Resolution Number PC 30-2024
Moved by Mr. D'Alessandro seconded by Mr. Calder
Applicant: Town of Rotterdam

Resolution Adopting a Report and Positive Recommendation on an Amendment to the Height Allowances in the Main Street/Neighborhood Center Overlay District

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has forwarded a proposed amendment to Chapter 270, entitled "Zoning" to limit allowable building height the Main Street/Neighborhood Center Overlay District; and

WHEREAS, the Town Board referred the proposed amendment to the Town of Rotterdam ("Town") zoning code to the Planning Commission on April 24, 2024, for a report and recommendation thereon; and

WHEREAS, the Town Senior Planner presented the proposed amendment to the Planning Commission at its regularly scheduled meeting held on May 7, 2024; and

WHEREAS, the Planning Commission reviewed the proposed amendment at its regularly scheduled meeting held on May 7, 2024; and

WHEREAS, the Planning Commission has deliberated on the proposed amendment;

NOW, THEREFORE, upon motion of Member D'Alessandro, seconded by Member Calder,

BE IT RESOLVED, by the Planning Commission of the Town of Rotterdam as follows:

The Planning Commission hereby adopts the following as its report on the proposed Zoning Code Amendment:

1. The amendment is to Chapter 270, entitled "Zoning" to modify the allowable height in the Main Street/Neighborhood Center (MS/NC) Overlay District.

   The MS/NC district was adopted in 2017 as part of an effort that the Town conducted to analyze properties in the existing commercial corridors and gateway areas to the Town and encourage redevelopment. The MS/NC encompasses areas along Hamburg Street, in Rotterdam Junction, the five corners area, and four corners area of Guilderland Avenue and Curry Road.

The current MS/NC zoning overlay district allows for building to be 3 stories up to 45 feet in height. The existing development patterns in the MS/NC overlay district are one and two-story buildings. The allowance for construction of structures up to 45 feet could potentially have a negative effect on these very important mixed use commercial nodes in the Town.

The existing height allowance of 45 feet is in conflict with the updated Comprehensive Plan as does not maintain the land use patterns of existing residential neighborhoods and preserve the character of established neighborhoods. As the Town moves forward with the implementation of the Comprehensive Plan, new guidelines will be focused on scale, design, and density to ensure that new housing is sensitive to surrounding neighborhood context. Amending the height allowances in the MS/NC Overlay district now will give the Town time to implement the recommendations of the Comprehensive Plan.

2. Subject to the considerations set forth in Paragraph 3, below, the Planning Commission hereby adopts a positive recommendation on the proposed request to lower the allowable height from 3 stories and 45 feet to 2 stories and 30 feet in the existing MS/NC overlay district.

3. Neither a positive recommendation by the Planning Commission, nor any rezoning action taken by the Town Board, should be construed as an approval or other favorable position concerning any proposed conceptual development. Any proposed development shall remain subject to full review by the Planning Commission and, as necessary, by the Zoning Board of Appeals.

Member	Aye	Nay
Kimberly Ricker Scannell	X	
Mark D'Alessandro	X	
Wayne Calder	X	
Clark Collins	X	
Joseph Signore	X	
Lynn Flansburg	X	
Joseph Miglucci	X	

Peter J. Comenzo
Senior Planner

Kimberly Ricker Scannell
Planning Commission Chairman

6. **Town of Rotterdam – Code Amendment. Report and Recommendation to the Town Board to amend Chapter 270, entitled "Zoning" to amend the Main Street/Neighborhood Center Overlay District height requirements from three (3) stories (45') to two (2) stories (30').**

Ms. Scannell: Next up is the Town of Rotterdam Code Amendment.

Mr. Comenzo: Peter Comenzo, Town Planner. I will be brief. As you know, I was here a couple of weeks ago presenting a proposal to actually extend the Main Street/Neighborhood Center Overlay District which is not a Change of Zone exactly, but it extends the Overlay District basically from the 4 Corners Area to the city line which allows for mixed use. What was brought to my attention and concerns with the Town Board with that is that it allows for 3 story buildings up to 45' in size. In looking at that area and in looking at Hamburg Street as well, I can understand the Board's concern with heights that large in that area. So, the Board, I think the Board, from what I understand and we haven't had a public hearing on that yet, but it sounded like they were comfortable in moving forward with an Overlay District to allow for additional uses and for mixed use but they were not so keen on having buildings that could potentially be 3 stories and 45'. So, the Town Supervisor directed me to put an amendment together to request that in our Main Street/Neighborhood Center Overlay District in the Town of Rotterdam that we would limit it to 2 stories and 30' as opposed to 3 stories and 45' just to limit the heights in those areas.

I don't know if anyone has any questions regarding that. It's pretty straightforward.

Ms. Scannell: Thank you, Peter. I appreciate the effort that you've put into this. It makes perfect sense from my perspective. Mr. D'Alessandro questions, comments, concerns?

Mr. D'Alessandro: I agree with it, and I am in favor of it.

Ms. Scannell: Mr. Calder?

Mr. Calder: No questions. I think it's a good thing to do.

Ms. Scannell: Mr. Collins?

Mr. Collins: I agree and think it's a good idea.

Ms. Scannell: Mrs. Flansburg?

Mrs. Flansburg: It's a good idea. I agree.

Ms. Scannell: Mr. Signore?

Mr. Signore: I agree. "Inaudible…" (Not speaking directly into the microphone).

Mr. Comenzo: Potentially, yeah, I think the Board's concern was in these corridors, maybe not necessarily 3 stories but in these areas that have high density development now, but most of the buildings are 1 story or at the most 2 stories that you have these larger buildings. I do not think that was the intent of the Overlay District. We keep talking mixed use, mixed use and then the Comprehensive Plan kind of alludes to this fact where you would have retail on the first floor and maybe have apartments on the second floor but not that you would have 2 floors of apartment on it. That was a concern the Board had brought up.

Mr. Signore: "Inaudible…" on the top floor?

Mr. Comenzo: The 30' height would accommodate an architectural and HVAC that would typically accompany that. We are looking to reduce it by 15' or 1 story.

Ms. Scannell: Mr. Miglucci?

Mr. Miglucci: I think it's a good idea.

Ms. Scannell: Do I have a motion that we will send a positive report and recommendation to the Town Board?

Mr. D'Alessandro: I'll make that motion.

Mr. Calder: I'll second it.

Ms. Scannell: Marlo, can you please call the roll.

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carer: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Motion carried.

ZONING COORDINATION REFERRAL

SCHENECTADY COUNTY DEPT. OF ECONOMIC DEVELOPMENT & PLANNING

Recommendations shall be made within 30 days after receipt of a full statement of the proposed action.

For Use By SCDEDP

Received 4-30-24
Case No. R-11-24
Returned 5-7-24

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
APR 30 2024
Economic Development
and Planning Dept.

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

PUBLIC HEARING OR MEETING DATE: June 12, 2024

SUBJECT: Town of Rotterdam – Code Amendment. Town Board to amend Chapter 270, entitled "Zoning" to reduce the allowable building height in the Main Street/Neighborhood Center (MS/NC) Overlay District from 3 stories up to 45 feet to 2 stories up to 30 feet in height.

RECEIVED
MAY 10 2024
TOWN OF ROTTERDAM
PLANNING DEPARTMENT

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: 4 25 24

PLANNING & ZONING COORDINATION REFERRAL

Case No. R-11-24

Applicant Town Board

Referring Officer Peter Comenzo

Municipality Rotterdam

Considerations: Regarding an amendment to the Main Street/Neighborhood Center (MS/NC) Overlay District to reduce the allowable building height from 3 stories and 45' to 2 stories 30'.

RECOMMENDATION

Receipt of zoning referral is acknowledged on April 30, 2024. 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:

☐ **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.

5/6/24
Date

Ray Gillen, Commissioner
Economic Development and Planning

RESOLUTION NO. 225.24

TO ADOPT A NEGATIVE DECLARATION TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT FROM THE INTERSECTION OF CURRY ROAD AND GUILDERLAND AVENUE NORTH TO THE BOUNDARY WITH THE CITY OF SCHENECTADY

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board of the Town of Rotterdam herby adopts the Negative Declaration dated May 22, 2024, as prepared by the Senior Planner, to amend Chapter 270, Zoning, of the Town Code, to extend the existing Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

SECTION 2. The Town Board hereby authorizes the Senior Planner to distribute all documents necessary to comply with 6 NYCRR Part 612.12 (State Environmental Quality Review).

SECTION 3. This resolution shall become effective May 22, 2024.

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

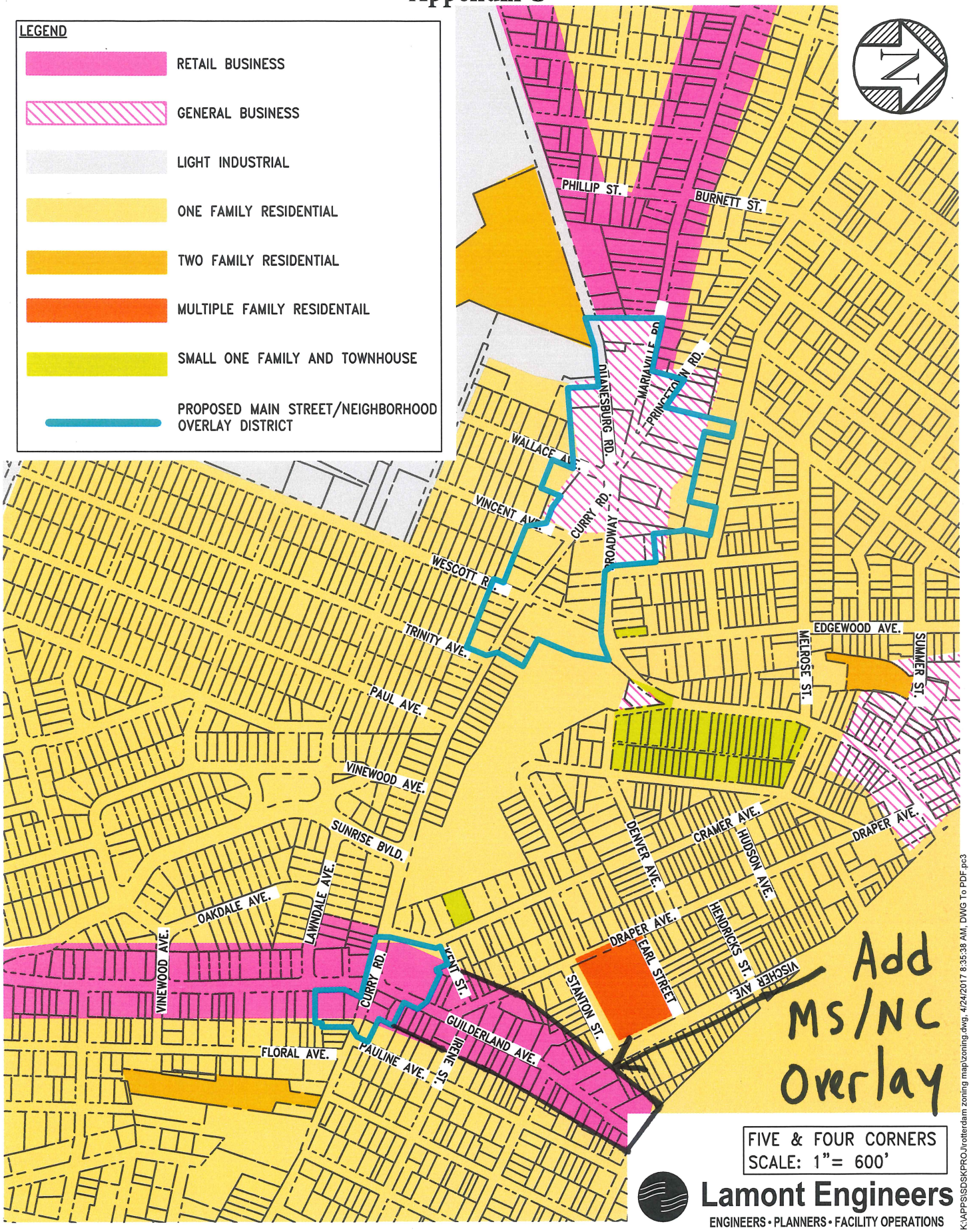
TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 14, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo – Senior Planner PC
TITLE OF REQUEST:	Issuance of a Negative Declaration to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Town of Rotterdam does not currently adequately address Mixed Use Developments in the Guilderland Avenue Corridor north of Curry Road.
Evaluation/Analysis:	Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in a very limited portion of the four corners area. The existing Retail Business (B-1) zone in the Guilderland Avenue corridor limits redevelopment opportunities. The are several underutilized and vacant properties in this corridor that could benefit from additional flexibility afforded by mixed use zoning. Town Board declared lead agency on March 27, 2024.
Recommendation(s):	Adopt the Draft Negative Declaration as prepared by the Senior Planner.
Attachment/Document(s):	Map Main Street/ Neighborhood Center Overlay District. Main Street/ Neighborhood Center Zoning SEQR Environmental Assessment Form Draft Negative Declaration
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	Updates to Zoning Code Chapter 270
LEGISLATION WILL BE PREPARED BY:	Supervisor's Office

Appendix C


LEGEND
RETAIL BUSINESS
GENERAL BUSINESS
LIGHT INDUSTRIAL
ONE FAMILY RESIDENTIAL
TWO FAMILY RESIDENTIAL
MULTIPLE FAMILY RESIDENTAIL
SMALL ONE FAMILY AND TOWNHOUSE
PROPOSED MAIN STREET/NEIGHBORHOOD OVERLAY DISTRICT
N
PHILLIP ST.
BURNETT ST.
MARIAVILLE RD.
PRINCETON RD.
OTTANESBURG RD.
CURRY RD.
ROADWAY
WALLACE AV.
VINCENT AVE.
WESCOTT RD.
TRINITY AVE.
PAUL AVE.
VINEWOOD AVE.
SUNRISE BVLD.
LAWNDALE AVE.
OAKDALE AVE.
VINEWOOD AVE.
CURRY RD.
KENT ST.
GUILDERLAND AVE.
FLORAL AVE.
PAULINE AVE.
IRENE ST.
EDGEWOOD AVE.
MELROSE ST.
SUMMER ST.
DENVER AVE.
CRAMER AVE.
HUDSON AVE.
DRAPER AVE.
DRAPER AVE.
HENDRICKS ST.
VISCHER AVE.
EARL STREET
STANTON ST.
Add MS/NC Overlay
FIVE & FOUR CORNERS
SCALE: 1"= 600'
Lamont Engineers
ENGINEERS • PLANNERS • FACILITY OPERATIONS
K:\APPS\SDSKPRO\Irotterdam zoning map\zoning.dwg, 4/24/2017 8:35:38 AM, DWG To PDF.pc3

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:

Town of Rotterdam Zoning Code Amendment - Mixed Use Zoning - Main Street Neighborhood Center

Project Location (describe, and attach a location map):

Guilderland Avenue North of Curry Road

Brief Description of Proposed Action:

Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in a very limited portion of the four corners area. The existing Retail Business (B-1) zone in the Guilderland Avenue corridor limits redevelopment opportunities. The are several underutilized and vacant properties in this corridor that could benefit from additional flexibility afforded by mixed use zoning.

Name of Applicant or Sponsor:	Telephone: 518-355-7575 x-338
Town of Rotterdam	E-Mail: pcomenzo@rotterdamny.org

Address:

1100 Sunrise Boulevard

City/PO:	State:	Zip Code:
Rotterdam	New York	12306

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☐	☑
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:	☐	☐

3. a. Total acreage of the site of the proposed action? _____ acres
   b. Total acreage to be physically disturbed? _____ acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☐ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☐	☐
b. Consistent with the adopted comprehensive plan?	☐	☐	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☐

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☐	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☐	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☐

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☐

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____ _____	☐	☐

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____ _____	☐	☐

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☐	☐
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☐	☐

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☐	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☐	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☐ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☐	☐
16. Is the project site located in the 100-year flood plan?	☐	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☐	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☐	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☐
If Yes, briefly describe: _____		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	☐	☐
If Yes, explain the purpose and size of the impoundment: _____		
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	☐	☐
If Yes, describe: _____		
20.Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	☐	☐
If Yes, describe: _____		

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Town of Rotterdam Date: March 15, 2024

Signature: Peter Comenzo Title: Senior Planner

PRINT FORM

Agency Use Only [If applicable]

Project:	Zoning MS NC Guilderland Ave
Date:	May 22, 2024

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.
Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	☑	☐
2. Will the proposed action result in a change in the use or intensity of use of land?	☑	☐
3. Will the proposed action impair the character or quality of the existing community?	☑	☐
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	☑	☐
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	☑	☐
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	☑	☐
7. Will the proposed action impact existing: a. public / private water supplies?	☑	☐
b. public / private wastewater treatment utilities?	☑	☐
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	☑	☐
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	☑	☐
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	☑	☐
11. Will the proposed action create a hazard to environmental resources or human health?	☑	☐

PRINT FORM

Agency Use Only [If applicable]

Project: MS NC Guilderland Ave

Date: May 22, 2024

Short Environmental Assessment Form
Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

☐ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

☑ Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Rotterdam Town Board	May 22, 2024
Name of Lead Agency	Date
Mollie Collins	Town Supervisor
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
	Peter Comenzo
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

6NYCRR PART 617
NEGATIVE DECLARATION
Notice of Determination of Non-Significance
State Environmental Quality Review

Date: May 22, 2024

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

After a review of the application materials, Environmental Assessment Form, and comments received on this proposal, the Town Board of the Town of Rotterdam has determined that the proposed action described below will not have a significant adverse impact on the environment and a Draft Impact Statement will not be prepared.

SEQRA Status:	Type I	( )
	Type II	( )
	Unlisted	(X)
Conditioned Negative Declaration:	Yes	( )
	No	(X)

Description of Action: To amend Chapter 270 of the Town Code of the Town of Rotterdam Main Street/Neighborhood Center Zoning Overlay to extend the existing MS/NC overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

Petitioner: Town Board of the Town of Rotterdam
John F. Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam, New York 12306

Reasons Supporting This Determination:
(See 617.7(a)-(c) for requirements of this determination)

This non-project action concerns amending Chapter 270 of the Code of the Town of Rotterdam.

The amendment is to Chapter 270, entitled “Zoning” to extend the Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. The area encompasses ±11.5 acres.

The MS/NC district was adopted back in 2017 as part of the effort that Town was conducted was to look at the properties in the existing commercial corridors and gateway areas to the town and

encourage redevelopment. So, when the MS/NC was adopted, areas were added along Hamburg Street, in Rotterdam Junction, the five corners area, and four corners area of Guilderland Avenue and Curry Road.

The overlay district is not changing the underlying zoning. The underlying zoning will remain B-1 but the overlay district is encouraging redevelopment. It is another tool that allows the Town and developers can utilize and allows for additional options in redevelopment efforts. The MS/NC overlay district allows for retail on the first floor and residential on the second floor. This type of mixed-use development meets the objectives of the Comprehensive Plan for these commercial areas in Town.

Guilderland Avenue is a gateway. There are several vacant properties in this corridor and additional options for mixed residential and commercial use supports several objectives of the Comprehensive Plan.

After a review of the applicable modifications, Environmental Assessment Form, and comments received on this proposal, the Town Board of the Town of Rotterdam has determined that this proposal will not have a significant adverse impact on the environment.

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

(i) a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems;

(ii) the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources;

(iii) the impairment of the environmental characteristics of a Critical Environmental Area.

(iv) the creation of a material conflict with a community's current plans or goals as officially approved or adopted;

(v) the impairment of the character or quality of important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character;

(vi) a major change in the use of either the quantity or type of energy;

(vii) the creation of a hazard to human health;

(viii) a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;

(ix) the encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action;

(x) the creation of a material demand for other actions that would result in one of the above consequences;

DRAFT

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

The Town Board has also considered the reasonably related long-term, short-term, direct, indirect and cumulative impacts, including other simultaneous or subsequent actions, which are:
(i) included in any long-range plan of which the action under consideration is a part;
(ii) likely to be undertaken as a result thereof; or
(iii) dependent thereon.
(3) The significance of a likely consequence (i.e., whether it is material, substantial, large or important) has be assessed in connection with:
(i) its setting (e.g., urban or rural);
(ii) its probability of occurrence;
(iii) its duration;
(iv) its irreversibility;
(v) its geographic scope;
(vi) its magnitude; and
(vii) the number of people affected

At a regularly scheduled public meeting of the Town Board of the Town of Rotterdam, held at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, NY on the 22nd day of May 2024 hereby adopted this NEGATIVE DECLARATION pursuant to 6NYCRR PART 617, State Environmental Quality Review.

_____

Mollie Collins
Town Supervisor

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

DRAFT

RESOLUTION NO. 226.24

TO ENACT INTRODUCTORY LOCAL LAW NO. 10 OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT FROM THE INTERSECTION OF CURRY ROAD AND GUILDERLAND AVENUE NORTH TO THE BOUNDARY WITH THE CITY OF SCHENECTADY

THEREFORE, UPON MOTION OF Councilmember _____,

seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 10 of 2024.

SECTION 2. The Town Clerk is directed, following consultation with the Attorney to the Town, to file said Local Law in final form with the New York State Department of State.

SECTION 3. This resolution shall become effective May 22, 2024.

DATED: May 22, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
Telephone: 518-355-7575 • Fax: 518-355-7976 • Website: www.rotterdamny.org

LEGISLATIVE REQUEST FORM

DATE:	May 14, 2024
TO:	Mollie Collins, Town Supervisor
FROM:	Peter Comenzo – Senior Planner PC
TITLE OF REQUEST:	Amendment to the Zoning Code for the Town of Rotterdam to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.
TOWN BOARD MEETING:	May 22, 2024
Background Information:	Town of Rotterdam does not currently adequately address Mixed Use Developments in the Guilderland Avenue Corridor north of Curry Road
Evaluation/Analysis:	Mixed Use Zoning was developed in 2017 as part of the land use update and created the overlay district in a very limited portion of the four corners area. The existing Retail Business (B-1) zone in the Guilderland Avenue corridor limits redevelopment opportunities. Several underutilized and vacant properties in this corridor exist that could benefit from additional flexibility afforded by mixed use zoning. Extending the MS/NC overlay would help to implement these recommendations in the Comprehensive Plan. Request from the Town Board for a Report and Recommendation was sent to the Planning Commission on March 27, 2024. Town Board declared lead agency on March 27, 2024. Town Board called for a public hearing on May 8, 2024 and to conduct a Public Hearing on May 22, 2024.
Recommendation(s):	Amendment Zoning Code to extend the existing Main Street/Neighborhood Center (MS/NC) overlay district from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.
Attachment/Document(s):	Resolution PC2024-25 Report and Recommendation Verbatim Minutes April 16, 2024 Planning Commission Meeting Map Main Street/ Neighborhood Center Overlay District. Main Street/ Neighborhood Center Zoning
Compliance with Purchasing Policy:	N/A
Effect(s) on Existing Law(s):	Updates to Zoning Code Chapter 270
LEGISLATION WILL BE PREPARED BY:	Supervisor's Office

New York State Department of State
Division of Corporations, State Records and Uniform Commercial Code
One Commerce Plaza, 99 Washington Avenue
Albany, NY 12231-0001
www.dos.ny.gov

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

☐ **County** ☐ **City** ☒ **Town** ☐ **Village**
(Select one:)

of Rotterdam

Local Law No. 10 **of the year 20**24

A local law TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE RELATING TO EXTEND THE EXISTING MAIN STREET/NEIGHBORHOOD CENTER (MS/NC) OVERLAY DISTRICT
(Insert Title)

Be it enacted by the Town Board **of the**
(Name of Legislative Body)

☐ **County** ☐ **City** ☒ **Town** ☐ **Village**
(Select one:)

of Rotterdam **as follows:**

See attached

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 10 of 2024 of the (~~County~~)(~~City~~)(Town)(~~Village~~) of Rotterdam was duly passed by the Town Board on May 22 2024, in accordance with the applicable provisions of law.

(Name of Legislative Body)

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ and was deemed duly adopted

(Elective Chief Executive Officer)*

on _____ 20☐☐, in accordance w ith the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ on _____ 20____.

(Elective Chief Executive Officer)*

Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved)

(Name of Legislative Body)

(repassed after disapproval) by the _____ on _____ 20____. Such local

(Elective Chief Executive Officer)*

law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20____, in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20____ , became operative.

6. (County local law concerning adoption of Charter.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

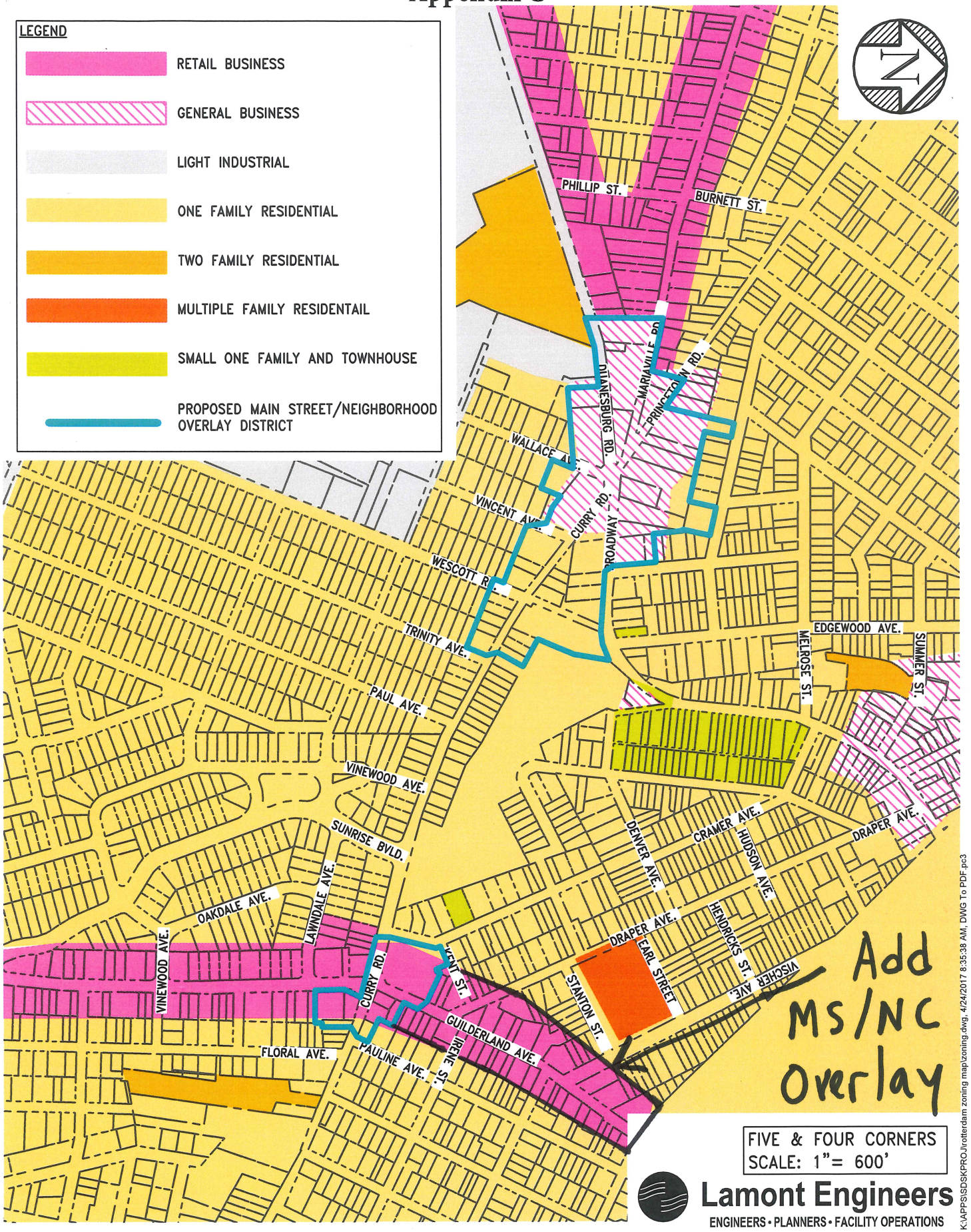
(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)
I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph ,_____ above.

_____
Clerk of the county legislative body, City, Town or Village Clerk or officer designated by local legislative body

(Seal)

Date: _____

Appendix C


LEGEND
RETAIL BUSINESS
GENERAL BUSINESS
LIGHT INDUSTRIAL
ONE FAMILY RESIDENTIAL
TWO FAMILY RESIDENTIAL
MULTIPLE FAMILY RESIDENTAIL
SMALL ONE FAMILY AND TOWNHOUSE
PROPOSED MAIN STREET/NEIGHBORHOOD OVERLAY DISTRICT
N
PHILLIP ST.
BURNETT ST.
MARIAVILLE RD.
PRINCETON RD.
OTTANESBURG RD.
CURRY RD.
ROADWAY
WALLACE AV.
VINCENT AVE.
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EARL STREET
STANTON ST.
Add MS/NC Overlay
FIVE & FOUR CORNERS
SCALE: 1"= 600'
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"A Nice Place to Live" "A Nice Place to Do Business"

Town of Rotterdam
Office of the Planning Commission

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

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

Resolution Number PC 25-2024
Moved by Mrs. Flansburg seconded by Mr. Calder
Applicant: Town of Rotterdam

Resolution Adopting a Report and Positive Recommendation on the Extension of the Main Street/Neighborhood Center Overlay District

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has forwarded a proposed amendment to Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. Area encompasses ±11.5 acres; and

WHEREAS, the Town Board referred the Change of Zone application to the Planning Commission on April 10, 2024 for a report and recommendation thereon; and

WHEREAS, the Town Planner presented the proposed amendment to the Planning Commission at its regularly scheduled meeting held on April 16, 2024; and

WHEREAS, the Planning Commission reviewed the proposed amendment at its regularly scheduled meeting held on April 16, 2024; and

WHEREAS, the Planning Commission has deliberated on the proposed amendment;

NOW, THEREFORE, upon motion of Member Flansburg, seconded by Member Calder,

BE IT RESOLVED, by the Planning Commission of the Town of Rotterdam as follows:

The Planning Commission hereby adopts the following as its report on the proposed Zoning Code Amendment:

1. The amendment is to Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center (MS/NC) Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. The area encompasses ±11.5 acres.

   The MS/NC district was adopted back in 2017 as part of the effort that Town was conducted was to look at the properties in the existing commercial corridors and gateway areas to the town and encourage redevelopment. So, when the MS/NC was adopted, areas were added along Hamburg Street, in Rotterdam Junction, the five corners area, and four corners area of Guilderland Avenue and Curry Road.

The overlay district is not changing the underlying zoning. The underlying zoning will remain B-1 but the overlay district is encouraging redevelopment. It is another tool that allows the Town and developers can utilize and allows for additional options in redevelopment efforts. The MS/NC overlay district allows for retail on the first floor and residential on the second floor. This type of mixed-use development meets the objectives of the Comprehensive Plan for these commercial areas in Town.

Guilderland Avenue is a gateway. There are several vacant properties in this corridor and additional options for mixed residential and commercial use supports several objectives of the Comprehensive Plan.

2. Subject to the considerations set forth in Paragraph 3, below, the Planning Commission hereby adopts a positive recommendation on the proposed request to extend the existing MS/NC overlay district.

3. Neither a positive recommendation by the Planning Commission, nor any rezoning action taken by the Town Board, should be construed as an approval or other favorable position concerning any proposed conceptual development. Any proposed development shall remain subject to full review by the Planning Commission and, as necessary, by the Zoning Board of Appeals.

Member	Aye	Nay
Kimberly Ricker Scannell	X	
Mark D'Alessandro	X	
Wayne Calder	X	
Clark Collins	X	
Joseph Signore	X	
Lynn Flansburg	X	
Joseph Miglucci	X	

Peter J. Comenzo
Senior Planner

Kimberly Ricker Scannell
Planning Commission Chairman

3. **Town of Rotterdam – Code Amendment. Report and Recommendation to the Town Board to amend Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady. Area encompasses ±11.5 acres**

Ms. Scannell: Next up on our agenda is Peter is going to give us a little presentation. We have been asked to have a report and recommendation to the Town Board to amend Chapter 270 entitled "Zoning".

Mr. Comenzo: Peter Comenzo – Town Planner. If you look at the back of the agenda there in your packets you will see the Main Street Neighborhood Center Overlay District. Just for a little background, this district was adopted back in 2017 as part of the effort that we had on Hamburg Street to look at the properties on Hamburg Street and encourage redevelopment. So, when this was adopted, we added areas also in Rotterdam Junction and we added some property in the five corners area and we added property at the four corners area of Guilderland Avenue and Curry Road.

The overlay district is not changing the underlying zoning. The underlying zoning will remain B-1 but what the overlay district does is it encourages redevelopment in getting the developers to look at some of these guidelines that are in here and you can see that in the Code in trying to get them to push the building up to the roadway. If you look at both Hamburg Street and Guilderland Avenue there are a lot of similarities of the two where the buildings were constructed in the '50's and a lot of them are really close to the roadway and it gives a little better of connectivity for pedestrians as opposed to having a parking lot in the front and building in the back. It encourages that. It's not required but it tries to encourage that especially if someone is taking a building down and we encourage them to push it up to the roadway. It's really just another tool that allows the Town and developers to look at redevelopment options. It does allow for primarily for retail on the first floor and for residential on the second floor. Similar to the projects that you have seen in Saratoga where you invite folks, pedestrians to walk up and down the street and utilize the commercial tenants there and then on the second floor it would be residential.

In my mind, it's a good thing for Rotterdam to move towards this and address that area. As you know, there's several vacant properties such as an insurance agency that was in there and that is empty right now and that is boarded up, the old Napa was/is a recycling a center and it's vacant now. The old Draper Pharmacy is vacant. The old library is vacant. Sliders, I'm not sure if they are still open but there is obviously opportunities for redevelopment in that area and this would give folks the opportunity to redevelop and any project would have to come before the Planning Commission but it does open that up for potential redevelopment and going through the Planning Commission rather than having going to the Town Board. It makes the process is a little bit easier.

Ms. Scannell: I think redevelopment is a wonderful thing. I personally support this overlay expansion. I believe it meets the metrics for our comprehensive plan. I think additionally, with the recent passing of complete streets, this just adds a little bit more credence to that as well. It kind of shows that we are moving as a town in that direction of more accessibility. I think it's a great idea and I would personally entertain a positive recommendation to the Board.

What do you think Mr. D'Alessandro?

Mr. D'Alessandro: I think it's a great idea and any way we can entice businesses and developers to come in and help our tax base, I think that's great. I really do. I would definitely give a positive recommendation.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: I'm just curious because it's a special project that we're doing now, that area, does that give people that want to come in there a way to get some help getting projects started like Metroplex or something else to work these corridors and to make them work?

Mr. Comenzo: I believe it would bring, I know one of the biggest things is we have sewers there. They can make their properties more developable and more compact as opposed to having to take up a large area for your septic system. I guess Hamburg Street and Guilderland Avenue, there are areas that could really benefit from redevelopment and we are seeing it.

Altamont Avenue as well. We are seeing some positive changes. Altamont Avenue obviously different than Guilderland Avenue and Hamburg Street, but those are the areas we have the infrastructures and the state roads so, there is a potential for redevelopment and I think our current zoning to just have retail business there I don't necessarily see there being the investment in somebody going in…

Mr. Calder: No tax investment or tax possible?

Mr. Comenzo: I think the addition of them being able to put a couple of residential units above retail offsets the costs. There is a lot of small businesses and it's interesting to look at the dynamics of the town and you start looking at Hamburg Street and there is a lot of small businesses on Hamburg Street and they are doing well. A lot of them have been there for a while and they have a very good, tight-knit community. DOT made the investment and the Town made the investment to put the sewer line and we're starting to see projects there and over the next 10 years…

Mr. Calder: I think it's a good thing. I really do.

Mr. Comenzo: …the association is back active again they are having on May 4th, I think it is where the businesses is setting things up. "Inaudible…" he stopped in today and he's very excited and the whole neighborhood has been reaching out to him and knocking on the door when he's there at Joe's Pizza.

Mr. Calder: At Joe's old place?

Mr. Comenzo: Yes.

Mr. Calder: Is he finally going to do something?

Mr. Comenzo: He stopped in today and he's going to open shortly and he also purchased the property where Stewert's is for additional parking. He will be back with that project.

Mr. Calder: Next to Stewart's….

Mr. Collins: Across from the Stewart's.

Mr. Calder: It would be nice to see him finish that up. He's been working on that for many years. Thank you, that is all that I have Peter.

Ms. Scannell: Thank you. Mr. Collins?

Mr. Collins: I agree with everybody. I would give a positive recommendation and we really need it. So, I'm good with it.

Ms. Scannell: Mrs. Flansburg?

Mrs. Flansburg: I would give a positive recommendation as well. Just in reading through it the things that stuck out to me were that promoting a mixture of complementary land uses and including retailers, retail office, commercial uses and it just sounds like this fit with that and just having the flexibility to be able to redevelop what is there or establish something new and use the design guidelines that are in here. I would give it a positive recommendation as well.

Ms. Scannell: Mr. Signore?

Mr. Signore: I'm good.

Ms. Scannell: Mr. Miglucci?

Mr. Miglucci: I think it looks pretty good. It's a great project and the main reason is I want people to know that coming into Rotterdam that they are in the City of Schenectady and driving into Rotterdam. I want Rotterdam to shine above the City of Schenectady, just a personal thing with me, but I take pride in our town and I want people to know that when they are coming into Rotterdam.

Ms. Scannell: I like that. As you know, I think the gateways are important and you are right, that is actually a gateway when people from Schenectady so recognizing that we are in Rotterdam and having businesses to come to and places to live above those business kind of is a great idea.

Do you have any comments or questions about this that we should be paying attention to?

Mr. Valiquette: No, I think Peter already mentioned that we don't need the additional public hearing since we are not changing the underlying zoning itself so, I have no additional comments.

Ms. Scannell: Is there a motion for a positive recommendation on this matter?

Mrs. Flansburg: I'll make that motion.

Ms. Scannell: Is there a second?

Mr. Calder: I'll second it.

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

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carer: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Motion is carried. Before we make a motion to adjourn, the next Planning Commission meeting will be May 7th.

Is there a motion to adjourn?

Mr. Collins: I would like to make a motion to adjourn the meeting.

Ms. Scannell: Is there a second?

Mr. D'Alessandro: Second.

Ms. Scannell: All in favor. Motion carried.

Meeting adjourned at 8:02 p.m.

Respectfully Submitted,

Marlo L. Carter
Planning Commission Secretary

ZONING COORDINATION REFERRAL

SCHENECTADY COUNTY DEPT. OF ECONOMIC DEVELOPMENT & PLANNING

Recommendations shall be made within 30 days after receipt of a full statement of the proposed action.

For Use By SCDEDP

Received 4-11-24
Case No. R-10-24
Returned 4-24-24

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
APR 11 2024
Economic Development
and Planning Dept.

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

PUBLIC HEARING OR MEETING DATE: May 22, 2024

SUBJECT: Town of Rotterdam – Code Amendment. Town Board to amend Chapter 270, entitled "Zoning" to extend the Main Street/Neighborhood Center Overlay District from the intersection of Curry Road and Guilderland Avenue north to the boundary with the City of Schenectady.

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

Peter Comenzo Jr.
Signature

Date: 4 4 24

RECEIVED
APR 29 2024
TOWN OF ROTTERDAM
PUBLIC WORKS

PLANNING & ZONING COORDINATION REFERRAL

Case No. R-10-24 Applicant Town Board

Referring Officer Peter Comenzo Municipality Rotterdam

Considerations: Regarding a change in zoning to extend the Main Street/Neighborhood Center Overlay District from the intersection of Curry Road and Guilderland Avenue approximately 1/4 mile north to the City line.

RECOMMENDATION

Receipt of zoning referral is acknowledged on April 11, 2024. 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:

☐ **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.

4/22/24
Date

Ray Gillen, Commissioner
Economic Development and Planning

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