

**Town of Rotterdam
Planning Commission
February 17, 2026**

Workshop (V. Dalton Bambury Hearing Room 2nd Floor) 7:00 pm

Waivers:

- 1. Wonderland Nursery School – 590 Giffords Church Rd.** The applicant requests a Waiver of Site Plan review to operate a nursery school in existing Tenant Space #5 (including use of existing playground and gym) on a ±4.27-acre parcel.
- 2. Puppia Ventures – 750 Burdeck Street.** The applicant requests a Waiver of Site Plan review to operate an Art Center located in existing Tenant Space #2 (±2,550 square feet) on a ±2.70-acre parcel.

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

Approval of the Summary of Minutes November 18, 2025

- 1. J & N Adamec Enterprises, LLC & Debra/Cody Vagnier– Fort Hunter Road/Terminus of Valentine Drive and 3172 Carman Road.** Final Subdivision and Boundary Line Adjustment Public Hearing to create three (3) lots from a ±1.82-acre parcel with an additional ±0.225-acres added to Lot #3 from 3172 Carman Road. Lot #1 = ±0.82-acres (Ft. Hunter Proposed Duplex), Lot #2 = ±0.58-acres (proposed Single-Family Residence), and Lot #3 ±0.44-acres (proposed Single-Family Residence). Engineer: ABD Engineers LLP.
- 2. Burdeck Street Ventures, LLC – 785 Burdeck Street & Princetown Road.** Preliminary Site Plan/Special Use Permit review to construct seven (7) ±12,000 square foot flex warehouse buildings on a combined ±14.6-acre parcel. Engineer: ABD Engineers, LLP.

Workshop (V. Dalton Bambury Hearing Room 2nd Floor) 7:00 pm

Waivers:

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2. **Puppia Ventures – 750 Burdeck Street** – The applicant requests a Waiver of Site Plan review to operate an Art Center located in existing Tenant Space #2 (±2,550 square feet) on a ±2.70-acre parcel.

2.

All structures on site: (“Wonderland” would be using) – Classroom #5, Gymnasium, Playground & small office/bathroom

See attached blue prints (Areas are shaded)

Parking Areas On Site: Upper Lot: 26 Parking Spaces, Lower Lot; 34 Parking Spaces

Handicap Parking & Access: Upper Lot: 4 Handicap Spaces

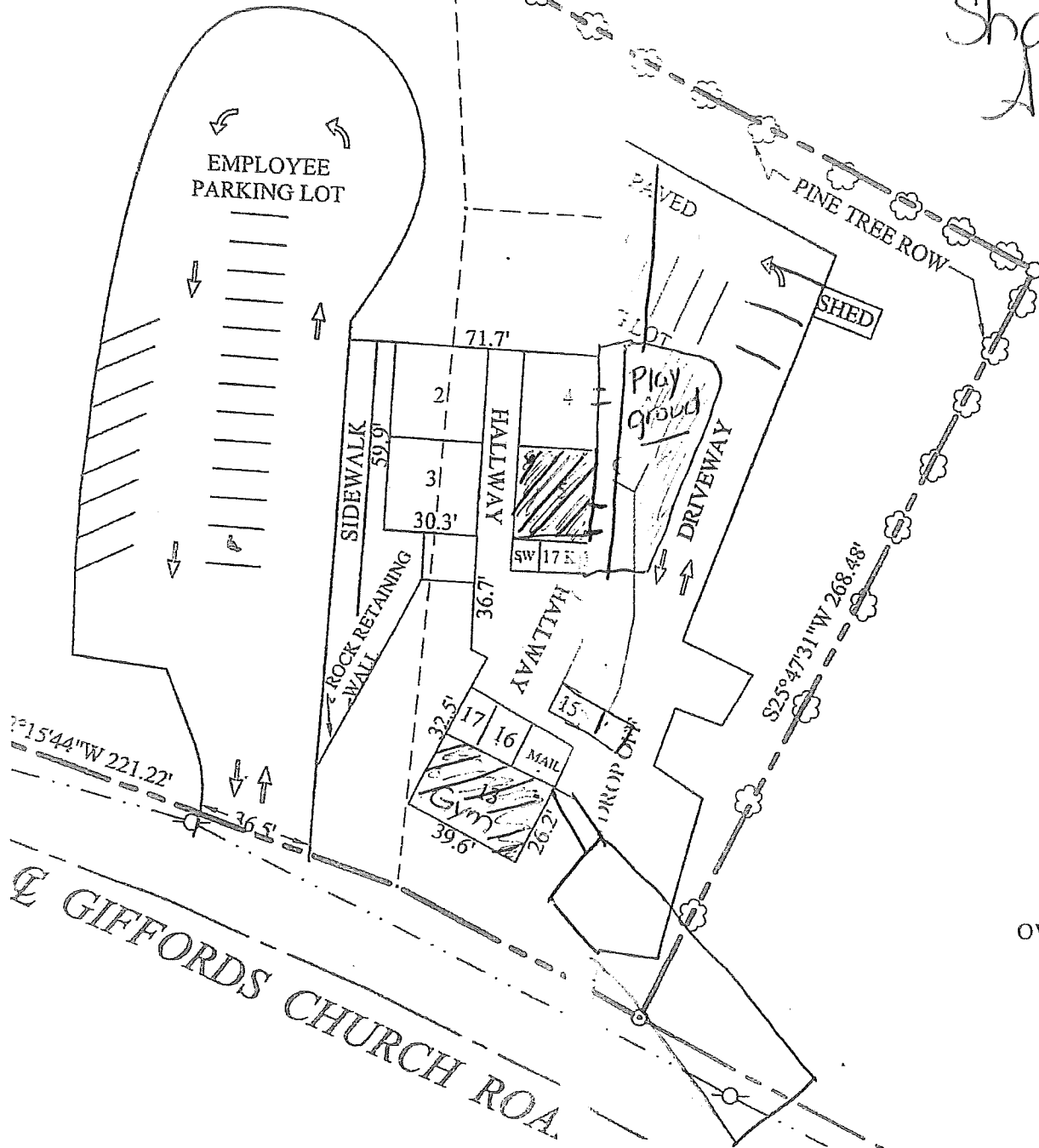
Interior Floor Plan: Class Room #5 750 square feet will include: Cabinets/ Storage Areas/Play & Learning Toys, Desks & Chairs – repaint – no structure changes only cosmetic

Proposed Site Improvements: None – Parking existing, Playground Existing

CO., INC., FIRST NIAGARA BANK, N.A., ITS
SUCCESSORS AND OR ASSIGNS, AND STEWART
TITLE INSURANCE COMPANY THAT THIS SURVEY
WAS PREPARED USING GENERALLY ACCEPTED
STANDARDS FOR TITLE SURVEYS.

SCHENECTADY MEMORIAL PARK
ASSOCIATION, INC.
(VARIOUS DEEDS)

Shaded
Areas
for
Wonderland



OWNER: SHONOWE BU
590 GIFFORDS
SCHENECTAY

GIFFORDS CHURCH ROAD

EAS &

CHAIRMAN POTTERDA



FERGUS
PROFESSIONAL
P.O. BOX 356-JOHNSI
EMAIL: FERGUSONJ

RECEIVED

FEB 06 2026

TOWN OF ROTTERDAM
PUBLIC WORKS

TOWN OF ROTTERDAM

1100 SUNRISE BLVD

ROTTERDAM NY 12306

2/6/2026

Respectfully we are requesting a waiver of site review for the Art Center fitup located at 750 Burdeck Street Rotterdam Suite A for the following

The work for interior only is being requested and includes plumbing connection, electrical, creation of a restroom, adding walls and flooring

The space was built as part of Phase one and needs interior fitup. The art center will be operated as a cooperative of artists bringing patrons limited to no more than 25 individuals and 1-2 employees at a given time. No additional parking will be needed as it already exists on site.

Hours for operation will be available 7 days a week but scheduled as advanced planned events between the hours of 7am and 9pm. The building will not be open to walk in traffic, prepaid clients only.

Thank you for
consideration!
Joe ; Jodi Duszka
Poppa Ventures LLC

DPW Comments
February 17, 2026

1. **J & N Adamec Enterprises, LLC & Debra/Cody Vagnier– Fort Hunter Road/Terminus of Valentine Drive and 3172 Carman Road.** Final Subdivision and Boundary Line Adjustment Public Hearing to create three (3) lots from a ± 1.82 -acre parcel with an additional ± 0.225 -acres added to Lot #3 from 3172 Carman Road. Lot #1 = ± 0.82 -acres (Ft. Hunter Proposed Duplex), Lot #2 = ± 0.58 -acres (proposed Single-Family Residence), and Lot #3 ± 0.44 -acres (proposed Single-Family Residence). Engineer: ABD Engineers LLP.

1. Fees:	Final Lot:	2 X 160	\$ 320.00
	Parkland:	2 New Lots Created	\$2,000.00
	Boundary Line Adjustment		\$ 100.00
	Advertising		\$ 42.90
		Total:	\$2,462.90

2. Pin and cap all lot corners prior to Chairman's Signature.
3. The applicant must receive Highway Work Permits from Schenectady County for access and utility work on Fort Hunter Road prior to the issuance of site development permits for Lot #1. Copies of all correspondence with Schenectady County shall be provided to the Town.
4. The applicant must receive Highway Work Permits from the Highway Department for access and utility work on Valentine Drive prior to the issuance of site development permits for Lot #2 and Lot #3
5. Both the driveway maintenance agreement and snow storage easement shall be approved as to form by the Town Attorney and filed with Schenectady County. Copies to be provided to DPW. These documents shall be filed before or simultaneously with the final plat, and referenced on the final subdivision mylar prior to signature by the Planning Commission.
6. Add note to plan: "One water meter shall be installed on each service connection. Final type and location to be approved by DPW."
7. Add note to plan: "Foundation location surveys shall be provided prior to building construction."
8. Add note to plan: "Shared driveway for Lots 2 & 3 are subject to maintenance agreement filed with Schenectady County."

DPW Comments from November 6, 2025

1. See comment response letter from Luigi Palleshi with ABD Engineers dated October 17, 2025.
2. Provide draft maintenance agreement for review by DPW and Attorney for the Town prior to resubmittal.
3. Provide draft snow storage easement to the Town for review by DPW and Attorney for the Town prior to resubmittal.
4. Detail new proposed asphalt in the Town ROW.

Adamec/Vagnier - Fort Hunter/Valentine
DPW Comments
February 17, 2026
Page 2

5. Change note under Zoning Table to read. "Variances for lot width for Lot #2 & #3 were granted by the Zoning Board of Appeals on June 18, 2025."
6. Are basements proposed? If so, provide elevations.
7. Waterline & proposed shutoff valve for Lot #2 should be relocated out from under the proposed driveway.

DPW Comments from September 2, 2025

1. Application and SEQR forms need to be amended to include the lands N/F of Vagnier prior to processing.
2. Extensive grading and tree clearing had been completed on this property. Updated existing and proposed contours. Finished floor elevations need to be provided to properly evaluate the proposed subdivision.
3. Existing curb cut locations and existing improvements on Fort Hunter should be shown on subdivision map.
4. A drywell needs to be added to the base of the shared driveway to address runoff.
5. Easements/shared maintenance agreement between Lot #2 and Lot #3 shall be reviewed and approved by the Planning Commission and accepted by the Attorney for the Town as to form prior to scheduling for final subdivision approvals.
6. Easements to the Town of Rotterdam for snow storage shall be reviewed and approved by the Planning Commission and accepted by the Attorney for the Town as to form prior to scheduling for final subdivision approvals.
7. Add note to Plan: "Highway Superintendent has acknowledged that the proposed curb cut location for the shared driveway is acceptable as depicted on the May 29, 2025 subdivision map."
8. Add note to Plan: "Variances granted on Lot 2 and Lot 3 are contingent on the construction of a Single-Family Residence and accessory structures only."
9. Add note to Plan: "Proposed Single-Family Residences on Lot 2 and Lot 3 shall remain in same general vicinity as depicted on the subdivision map."
10. Add note to Plan and show shaded area: "Proposed Single-Family Residence on Lot 2 shall not be located any further west than the Lands N/F Posilovic side property line currently known as 1012 Valentine Drive."
11. Pin and cap new lot corners prior to signature.

Adamec/Vagnier - Fort Hunter/Valentine

DPW Comments

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DPW Comments from February 18, 2025

1. The Town Board approved a Change of Zone from Agricultural (A-1) to Two-Family Residential (R-2) for this property on January 22, 2025.
2. Property was partially cleared and some limited grading work has occurred in 2024. Existing contour lines are no longer accurate.
3. Provide grading plan and proposed elevations for finished floor. Are basements proposed?
4. Terminus of Valentine Drive has only 60 feet of right of way, Town Code requires 100 feet. Highway Superintendent does not recommend two (2) additional driveways be added to the terminus of roadway. Variances will be required for a building lot(s) on Valentine Drive.
5. Perc and deep hole tests are required prior to advancing subdivision application.
6. Duplex will require site plan approval. Provide building elevation for proposed duplex. Are garages proposed? Detail proposed driveway dimensions.
7. A highway work permit will be required from Schenectady County and should be submitted now with copies provided to the Town.

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Town Board conducted a coordinated review and issued a Negative Declaration on January 22, 2025.

Involved/Interested Agencies

Schenectady County Economic Development and Planning
Schenectady County Department of Health
Schenectady County Department of Public Works
New York State Department of Environmental Conservation – Region #4
Rotterdam Highway Department
Fire District #3 (Carman)

PARTNERS
LUIGI A. PALLESCHI, P.E.
ROBERT D. DAVIS, JR., P.L.S.
JOSEPH J. BIANCHINE, P.E. (Retired)



ENGINEERS
SURVEYORS
411 Union Street Schenectady, N.Y. 12305
518-377-0315 Fax 518-377-0379
www.abdeng.com

DEDICATED
RESPONSIVE
PROFESSIONAL

December 5, 2025

**Re: Three Lot Subdivision
Fort Hunter Road
Project #5755A**

Mr. Peter Comenzo, Town Planner
Town of Rotterdam Planning Department
1100 Sunrise Boulevard
Schenectady, NY 12306

Dear Peter,

In response to the DPW comments (*in italics*) of November 6, 2025, we respond as follows (**in bold**):

1. *See comment response letter from Luigi Palleschi with ABD Engineers dated October 17, 2025*
No response needed.
2. *Provide draft maintenance agreement for review by DPW and Attorney for the Town prior to resubmittal.*
See attached draft maintenance document for shared driveway agreement.
3. *Provide draft snow storage easement to the Town for review by DPW and Attorney for the Town prior to resubmittal.*
See attached draft maintenance document for snow storage easement.
4. *Detail new proposed asphalt in the Town ROW.*
Asphalt detail added to the plans.
5. *Change note under Zoning Table to read "Variances for lot width for Lot #2 & #3 were granted by the Zoning Board of Appeals on June 18, 2025."*
Variance note revised as requested.
6. *Are basements proposed? If so, provide elevations.*
Yes, basement floor elevation added to the plans.
7. *Waterline & Proposed shutoff valve for Lot #2 should be relocated out from under the proposed driveway.*
Waterline has been adjusted as requested.

Enclosed for final review of the proposed three lot subdivision are Twelve (12) copies of the revised subdivision plans, a copy of the shared driveway agreement, and a copy of the snow storage easement. Electronic copy has been emailed.

We would greatly appreciate being scheduled for the December 16, 2025 meeting of the Planning Commission for final approval.

Should you have any questions or need anything further, please do not hesitate to contact me.

Very truly yours,
ABD ENGINEERS & SURVEYORS, LLP



Luigi A. Palleschi, P.E.
Partner

LAP:clv
encl.
cc: Ziggy Viscusi w/encl. (via email)
5755A-12052025

PRIVATE DRIVEWAY EASEMENT & MAINTENANCE AGREEMENT

This Agreement for the use, maintenance and repair of that certain private, common driveway (the 'Common Driveway'), as shown on a plat entitled "Sketch Subdivision Plan", - Subdivision/Lot Line Amendment Plan, Lands Now or Formerly of J&N Adamec Enterprises, LLC and Debra Ann & Cody J. Vagnier,' prepared by ABD Engineers and Surveyors, dated May 1, 2024, as recorded in the Schenectady County Clerk's Office as Map/Plat No.____(the 'Final Plat') on _____ as Plat _____ Document #_____, annexed hereto as Exhibit "A", is entered into between _____(**Lot 2 Owners**) (hereinafter referred to as "Lot 2") and _____(**Lot 3 Owners**) (hereinafter referred to as "Lot 3"). This rights and obligations contained in this Agreement are perpetual and shall run with Lots 2 and 3 as shown on the Final Plat.

WHEREAS, it is the mutual desire of the parties hereto to establish a method for the shared access, maintenance and repair of said private driveway as depicted on the subdivision map (hereinafter referred to as the "Common Driveway") and map annexed hereto as Exhibit "A", for the apportionment of the expense of such maintenance and repair among the parties hereto and it is the mutual intention of the parties of this Agreement to constitute a covenant running with the land, binding upon each successive Owner of all or any portion of Lot Two (2) and Lot Three (3),

WHEREAS, The Owner of Lot 2 hereby grants to the Owner of Lot 3 a perpetual, non-exclusive easement for ingress, egress, and utilities over and across that portion of Lot 2 comprising the Common Driveway, as shown on the Final Plat and more particularly described in Exhibit 'B' annexed hereto and made a part hereof (the 'Driveway Easement Area'). The Common Driveway shall at all times be located within the Driveway Easement Area, except as the same may be relocated by written agreement of the Owners of Lots 2 and 3 and, if required by law, approval of the Town of Rotterdam, with such relocation to be evidenced by a recorded amendment to this Agreement and to the easement description.

WHEREAS, the Owner of Lot 2 grants a common driveway easement to the owner of Lot 3 through and across a portion of Lot 2 for ingress and egress purposes only between the properties respectively.

Now therefore, it is hereby agreed as follows:

The Owners of Lots 2 and 3, shall have a non-exclusive easement and right to use the Common Driveway for ingress and egress to their respective homes and an easement for any underground utilities (including but not limited to water lines, sewer lines, gas, power and/or utility lines, cable lines, phone lines, fiberoptic and any other cabling);

- 1) The Common Driveway may be used by the Owners of Lots 2 and 3, their heirs, successors and assigns forever subject to the following restrictive covenants and obligations, which are binding on the parties herein, their heirs, successors and assigns:
 - a. No fence shall be erected upon the Common Driveway;
 - b. No structure, building, vehicle or other object shall be parked on or be permitted to obstruct the Common Driveway at all times;

- c. The Common Driveway shall be kept open and unobstructed at all times;
 - d. The Owners shall be responsible to maintain the Common Driveway and repair the Common Driveway and each Lot Owner will pay 50% of the costs of repairing, maintaining or improving the Common Driveway;
 - e. The Owner of Lot 2 shall be responsible to collect 50% from Lot 3 the costs of said maintenance or repair of said Common Driveway;
 - f. The Lot Owners shall be responsible for maintenance and repair of those portions of their respective driveways that are not shared by the Lot Owners.
- 2) It is agreed that the Owner of Lot 2, their heirs, successors and assigns will be the agent to contract and oversee and do all acts necessary to accomplish the repairs and maintenance as required under this Agreement.
- 3) The cost and expense of maintaining the Common Driveway shall be divided equally among Lots 2 and 3, their successors and/or assigns. Upon receipt of any costs for maintenance or repair of the above said Common Driveway, the owner of Lot 2, their heirs, distributes, successors and/or assigns, as applicable, shall notify the Owners of Lot 3 their heirs, distributes, successors and/or assigns by mailing a notice disclosing the amount of the costs for maintenance or repair and/or other assessments by first class mail to the last known address of the Owners, their heirs distributes, successors and/or assigns, that is the current Owner of record of Lot 3. The Owners of Lot 3 shall cause the costs and/or assessments to be paid to the Owner of Lot 2 not more than fifteen (15) days of the date of mailing the Notice.
- 4) Should the Owners of Lot 3 or their heirs, successors and/or assigns fail to pay the pro-rated share of costs and expenses as provided in this Agreement, then the Owner of Lot 2 their heirs, successors and/or assigns, shall be entitled without further notice to institute legal action for the collection of funds advanced on behalf of the Owner of Lot 3, and shall be entitled to recover in such action, in addition to the funds advanced, interest thereon at the current prime rate of interest, until paid, all costs and disbursements of such action, including such sums or sums as the Court may fix as and for reasonable attorney's fees.
- 5) In addition to any other remedies provided herein or at law or in equity, if any Owner fails to pay its share of costs and expenses as required under this Agreement, the Owner who has advanced such costs (the 'Advancing Owner') shall have a lien upon the defaulting Owner's lot (Lot 2 or Lot 3, as applicable) in the amount of the unpaid share, together with interest thereon at the rate provided in this Agreement, plus reasonable attorneys' fees and disbursements incurred in enforcing such obligation. Such lien may be enforced by foreclosure in the manner provided by law for foreclosure of real property liens. The Owners agree that the covenants set forth in this Agreement are real covenants and equitable servitudes running with the land and that they shall be specifically enforceable by injunction, specific performance, or other equitable relief.

- 6) The Owners acknowledge that a separate 'Snow Storage Area Easement' in favor of the Town of Rotterdam affects lands in the vicinity of the Common Driveway, as shown on the Final Plat. The Owners agree that they shall not place or permit to be placed any buildings, fences, walls, parked vehicles, landscaping, or other improvements within such snow-storage easement area that would interfere with the reasonable placement or storage of snow by the Town or with sight distance for vehicles. Snow plowed from the Common Driveway may be pushed to and stored in such snow-storage easement area, subject to the terms of the Town's easement. Use of the snow-storage easement area by the Town shall not create any obligation on the part of the Town to plow, maintain, or repair the Common Driveway.
- 7) Any extraordinary repair required to correct damage to said road that results from actions taken or contracted for by Owners hereto, his/her/their heirs, successors and assigns in interest shall be paid for solely by the Owner taking said action or the Owner contracting for the work which caused the necessity for the extraordinary repair. The repair shall be such as to restore the road to the condition existing prior to said damage. For purposes of this paragraph, 'actions taken or contracted for by Owners' shall include actions of each Owner's tenants, invitees, guests, contractors, subcontractors, service providers, or agents, including but not limited to heavy vehicles such as moving vans, fuel trucks, construction equipment, and delivery trucks. The Owner who invites or authorizes such persons onto the Common Driveway shall bear, as between the Owners, the full cost of any extraordinary repairs required as a direct result of such use. Nothing in this Agreement is intended to create any liability on the part of the Town of Rotterdam for such damage.
- 8) Any liability of any Owner, his/her/their heirs, successors and or assigns, for personal injury to the other party or to any worker employed to make repairs or provide maintenance under this Agreement, or to third persons, as well as any liability of any Lot Owner for damage to the roadway or property of any Lot Owner, or any such worker, or any third persons, as a result of or arising out of repairs and maintenance under this Agreement, shall be borne, as between the Lot Owners in the same percentages as they bear the costs and expenses of such repairs and maintenance. Each owner shall be responsible for and maintain his own insurance. By this Agreement, the parties do not intend to provide for the sharing of liability with respect to personal injury or property damage other than attributable to the repairs and maintenance undertaken under this Agreement. Each of the owners agree to indemnify the other from any and all liability for injury to him or damage to the easement area or property of any Lot Owner, when such injury or damage results from, arises out of or is attributable to the use of the Common Driveway, or maintenance or repairs undertaken pursuant to this Agreement.

- 9) It is the purpose of the signatures hereto that this Agreement be recorded and intent that the obligation hereby created shall be and constitute a covenant running with the land.
- 10) This Agreement shall be governed by the laws of the State of New York. In the event that any of the provisions of the this Agreement are held to be enforceable or invalid by any court of competent jurisdiction, the validity and enforceability of the remaining provisions shall not be affected thereby.

The parties acknowledge that emergency vehicles may utilize the Common Driveway for access to the dwellings on Lots 2 and 3. The parties intend that the Town of Rotterdam, solely for the limited purpose of enforcing the provisions of this Agreement requiring that the Common Driveway be kept open, unobstructed, and reasonably maintained for all-weather use, shall be an intended third-party beneficiary of this Agreement, with the right (but not the obligation) to enforce such provisions in a court of competent jurisdiction. Nothing herein shall be construed to impose upon the Town any duty or obligation to inspect, maintain, repair, or plow the Common Driveway.

The Common Driveway is and shall remain a private driveway and has not been and shall not be offered for dedication to, or accepted by, the Town of Rotterdam as a public street or highway. The Town of Rotterdam shall have no obligation or responsibility of any kind to construct, repair, improve, plow, sand, salt, or otherwise maintain the Common Driveway, and no action or approval by the Town, including subdivision or site plan approval, shall be deemed or construed as acceptance of the Common Driveway as a public road.

IN WITNESS WHEREOF, the undersigned, being all of the owners of Lot 2 and Lot 3 as shown on the Final Plat, have executed this Agreement on this ____ day of _____, 2026.

Owner of Lot 2

Owner of Lot 3

STATE OF NEW YORK SS:

COUNTY OF SCHENECTADY SS.:

On the ____ day of _____, 2026 before me the undersigned a notary public in and for said state personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that (s)he executed the same in his/her capacity and that by his/her signature on the instrument the individual executed the instrument.

Notary Public

STATE OF NEW YORK SS:

COUNTY OF SCHENECTADY SS.:

On the ____ day of _____, 2026 before me the undersigned a notary public in and for said state personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that (s)he executed the same in his/her capacity and that by his/her signature on the instrument the individual executed the instrument.

Notary Public

EXHIBIT "A"

SNOW STORAGE AREA EASEMENT

THIS INDENTURE, made the ____ day of December, 2026

BETWEEN, J&N Adamec Enterprises, LLC, a New York Limited Liability Company, having its principal office at 389 Masullo Parkway, Schenectady, New York 12306,

Party of the First Part, and

THE TOWN OF ROTTERDAM, a municipal corporation, having its principal office at 1100 Sunrise Blvd., Rotterdam, New York 12306,

Party of the Second Part.

WITNESSETH, that the Party of the First Part, in consideration of ONE and 00/100 DOLLAR (\$1.00) lawful money of the United States to it in hand paid by the Party of the Second Part, receipt whereof is hereby acknowledged, does hereby grant and release unto the Party of the Second Part, its successors and assigns, a perpetual, non-exclusive easement for access to and for the placement, storage, and management of snow and ice removed from public streets and related public facilities maintained by the Town of Rotterdam, together with related appurtenances, in, on, over and through said easement bounded and described as follows:

Being the area shown as 'Snow Storage Easement to Town of Rotterdam' on a plat entitled '[FINAL TITLE] – Subdivision / Lot Line Amendment Plan, Lands Now or Formerly of J & N Adamec Enterprises, LLC and Debra Ann & Cody J. Vagnier,' prepared by ABD Engineers and Surveyors, dated _____, 2026, and filed in the Schenectady County Clerk's Office as Map/Plat No. _____, and more particularly described in Exhibit 'A' annexed hereto and made a part hereof.

This Easement shall be recorded in the Schenectady County Clerk's Office concurrently with or prior to the recording of said plat.

Subject to all easements, rights, covenants and restrictions of record, if any.

No structures, fencing, landscaping, or other such improvements that may obstruct or interfere with the placement or storage of snow shall be placed within said easement without written permission of the Party of the Second Part.

The Party of the Second Part shall, to the extent reasonably practicable, restore the surface of the easement area following any non-routine excavation, construction, or installation work undertaken by the Party of the Second Part within the easement area, but shall have no obligation to restore lawns, landscaping, or other non-structural improvements affected by ordinary and customary snow-plowing, snow-piling, storage, compaction, or melting within the easement area. The Town of Rotterdam shall not be liable for damage to grass, shrubs, or landscaping within the easement area arising from usual and customary snow-storage operations, except to the extent caused by its gross negligence or willful misconduct.

The Party of the First Part further agrees that it will not regrade, fill, excavate, or otherwise alter the ground surface or drainage characteristics of the easement area in any manner that

materially interferes with the placement or storage of snow by the Town of Rotterdam or that causes unreasonable ponding or icing on Town roads or on adjoining properties.

The Party of the Second Part shall have the right, but not the obligation, to cut, trim, or remove trees, shrubs, brush, and other vegetation within the easement area as reasonably necessary to conduct snow-storage operations and to maintain safe sight distance for vehicles and equipment using the adjoining public streets, without any duty to replace such vegetation.

This easement is perpetual and non-exclusive, shall run with the lands referenced above , and shall be binding upon the Parties of the First Part and their successors and assigns, and shall inure to the benefit of the Town of Rotterdam, its successors and assigns as a municipal corporation. This Easement may not be amended, released, terminated, or otherwise modified except by a written instrument executed by an authorized officer of the Town of Rotterdam and the then-record owner(s) of the burdened property, and recorded in the Schenectady County Clerk's Office.

Nothing herein shall obligate the Town of Rotterdam to plow, sand, salt, or otherwise maintain any private driveway or private property.

BEING part of the premises conveyed to the Party of the First Part by deed made by Lucille Guzzardi as Administrator of the Estate of Philomena Valentine, dated March 28, 2024 and recorded on April 11, 2024 in the Schenectady County Clerk's Office in Libre 2128 at Page 709.

TOGETHER with the appurtenances and all the estate and rights of the Parties of the First Part in and to said premises.

TO HAVE AND TO HOLD the premises herein granted unto the Party of the Second Part, its heirs and assigns forever.

AND the Parties of the First Part covenant as follows:

FIRST, That the Party of the Second Part shall quietly enjoy the said premises,

SECOND, That the Party of the First Part will forever Warrant the title to said premises,
and

THIRD, That, in compliance with Sec. 13 of the Lien Law, the Party of the First Part will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvement and will apply the same first to the payment of the cost of the improvement before using any part of the total of the same for any other purpose.

IN WITNESS WHEREOF, the Party of the First Part has hereunto executed the foregoing instrument the day and year first above written.

IN PRESENCE OF

J&N Adamec Enterprises, LLC

By: _____
John Adamec, Member

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

On the ____ day of December 2025, before me, the undersigned, personally appeared John Adamec, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

Notary Public-State of New York

RECORD & RETURN TO:

Town of Rotterdam
1100 Sunrise Blvd.
Rotterdam, NY 12306

MAP REFERENCE

THESE MAPS ARE FOR REFERENCE ONLY AND ARE NOT TO BE USED AS A BASIS FOR ANY OTHER SURVEY OR AS A BASIS FOR ANY OTHER ACTION. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE MAPS.

ITEM	DESCRIPTION
1. LOT AREA	1.00 AC.
2. LOT WIDTH	100.00 FT.
3. LOT DEPTH	100.00 FT.
4. LOT AREA	1.00 AC.
5. LOT WIDTH	100.00 FT.
6. LOT DEPTH	100.00 FT.
7. LOT AREA	1.00 AC.
8. LOT WIDTH	100.00 FT.
9. LOT DEPTH	100.00 FT.
10. LOT AREA	1.00 AC.
11. LOT WIDTH	100.00 FT.
12. LOT DEPTH	100.00 FT.

1. AREA VARIATIONS DUE TO THE MAP SCALE ARE 1:1000.

SURVEY NOTES

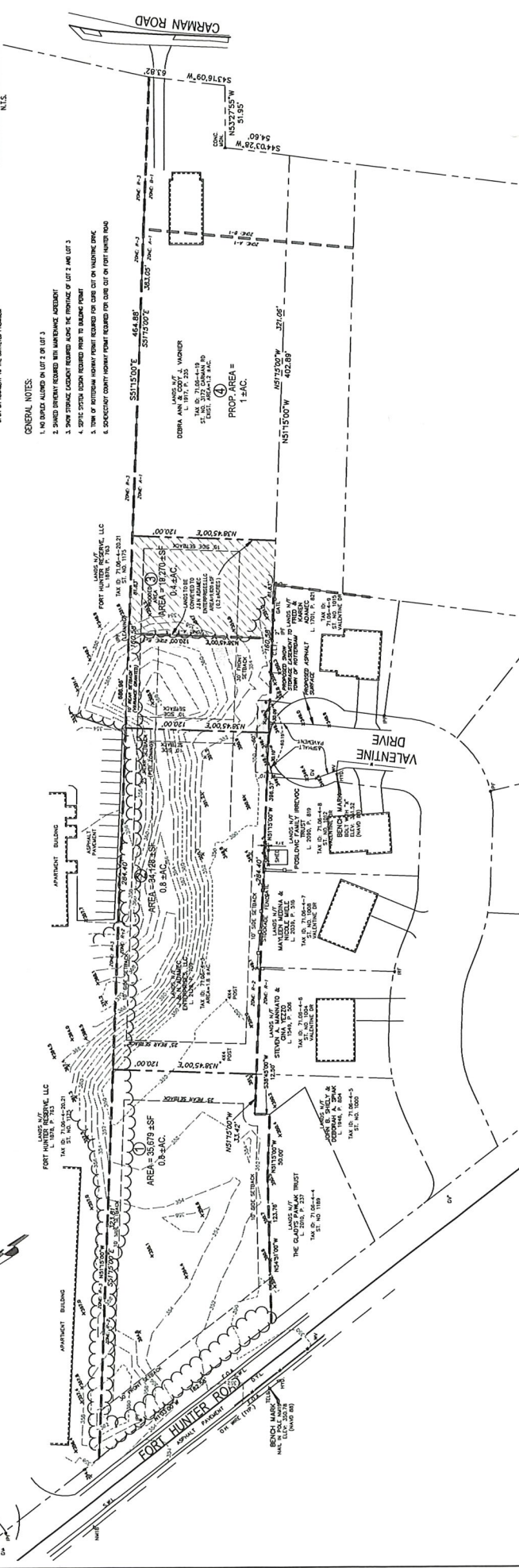
1. BOUNDARY LINES AND PLANNING INFORMATION FROM THE SURVEY ARE SHOWN IN RED. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE MAPS.
2. THE MAP SCALE IS 1" = 100'.
3. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE MAPS.
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6. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE MAPS.
7. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE MAPS.
8. THE SURVEYOR'S OFFICE IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THESE MAPS.

GENERAL NOTES

1. NO SHOWN ALIGNED ON LOT 2 OR LOT 3.
2. SHOWN SHOWN REQUIRED WITH MAINTENANCE AGREEMENT.
3. SHOWN SHOWN REQUIRED WITH MAINTENANCE AGREEMENT.
4. SHOWN SHOWN REQUIRED WITH MAINTENANCE AGREEMENT.
5. SHOWN SHOWN REQUIRED WITH MAINTENANCE AGREEMENT.
6. SHOWN SHOWN REQUIRED WITH MAINTENANCE AGREEMENT.



SITE LOCATION MAP



SUBDIVISION / LOT LINE AMENDMENT PLAN

LANDS NOW OR FORMERLY OF
J & N ADAMEC ENTERPRISES, LLC and
DEBRA ANN & CODY J. VAGNER
FORT HUNTER RD. CARMAN RD & VALENTINE DR

STATE OF NEW YORK
COUNTY OF SCHENECTADY

ABD ENGINEERS
SURVEYORS
1000 N. 10TH ST.
SARASOTA, FL 34236
TEL: 941.554.1100
WWW.ABDENGINEERS.COM

DATE: FEBRUARY 4, 2025
SCALE: 1" = 40'
SHEET: 1 OF 1



DPW Comments
February 17, 2026

2. **Burdeck Street Ventures, LLC – 785 Burdeck Street & Princetown Road.** Preliminary Site Plan/Special Use Permit review to construct seven (7) $\pm$ 12,000 square foot flex warehouse buildings on a combined $\pm$ 14.6-acre parcel. Engineer: ABD Engineers, LLP.
1. Applicant has scaled back proposed project and it is consistent with the original proposal. Revisions are currently undergoing review by the TDE.
 2. See letter from ABD Engineering dated February 6, 2026 addressing TDE comments dated December 16, 2025.
 3. See revised traffic impact evaluation dated February 9, 2026 from Lansing Engineering.
 4. Entrance onto Princetown Road must be limited to passenger vehicles only. Add signage and note to site plan.
 5. Add traffic signage and pavement markings onto plan set.
 6. Temporary fencing and/or barriers should be installed along south side of Burdeck Street access roadway to keep vehicles on roadway and limit trespassing.
 7. Detail entryway and proposed signage on Burdeck Street. Planning Commission may wish to consider additional hardscape landscaping in this area to create a more formal entrance to the facility.
 8. Gates and fencing should be considered at both entrances and perimeter of property to prevent unauthorized access to the facility.
 9. Hydrant located on Princetown Road should be made accessible to service the buildings located in close vicinity.

DPW Comments December 16, 2025

1. Project has been modified substantially and more than doubled in size. Proposed square footage of buildings has increased from nine (9) buildings and 108,000 square feet to twenty (20) buildings and 235,200 square feet. Lot coverage should be calculated and addressed. Building separation and snow storage may be problematic.
2. Provide a phasing plan.
3. Proposed multiple tenancy per building with unknown users makes parking allowance and utilities very difficult to review.
4. Proposed water supply should be looped throughout the site and from Burdeck and Princetown Roads.
5. Fire department access and hydrant locations should be addressed.
6. Proposed drywell system may not be adequate given the amount of impervious surfaces.
7. Access onto Princetown Road and Burdeck Street should be discussed. Turn lanes may be necessary given the proposed density. Traffic study will need to be amended to include additional warehouse space.

Burdeck Street Ventures, LLC
DPW Comments
February 17, 2026
Page 2

SEQR Requirement: 6 NYCRR 617 Unlisted Action. Rotterdam Planning Commission declared lead agency on December 4, 2025.

Involved/Interested Agencies:

Schenectady County Economic Development and Planning
Schenectady County Department of Health
Schenectady County Department of Public Works
New York State Department of Environmental Conservation – Region #4
New York State Department of Transportation – Audrey Burneson (Guy Tedesco & Chad Corbett)
Rotterdam Police Department
Metroplex Development Authority
Schenectady County IDA
Fire District #6

PARTNERS
LUIGI A. PALLESCHI, P.E.
ROBERT D. DAVIS, JR., P.L.S.
JOSEPH J. BIANCHINE, P.E. (Retired)



411 Union Street

518-377-0315 Fax 518-377-0379
www.abdeng.com

ENGINEERS



SURVEYORS

Schenectady, N.Y. 12305

DEDICATED
RESPONSIVE
PROFESSIONAL

February 6, 2026

Re: Warehouse/Office Buildings
785 Burdeck Street
Town of Rotterdam
ABD Project #5932A

Ms. Lynn Flansburg, Planning Commission Chair
Town of Rotterdam Planning Department
1100 Sunrise Boulevard
Schenectady, NY 12306

Attention: Peter Comenzo

Dear Kimberly & Peter:

In response to the comments (*in italics*) of GPI's comments of December 16, 2025, we respond as follows (**in bold**):

Considerations For Preliminary Site Plan Approval

1. Both tax parcel shall be added to the 'Letter from Property Owner Granting Authorization to Act'

Both tax parcels have been added to the form, see attached.

2. Agency name and permit/approval shall be included on Question 2 of the SEAF.

These have been added to the SEAF, see attached.

3. All 'To be Determined' items identified in the Site Plan Application checklist shall be provided.

These are now provided.

4. The project site is considered an archeological sensitive area. Coordination with SHPO will be required for approved development of the site.

See attached no effect letter.

5. A Traffic Impact Evaluation was prepared by VHB for the initial project proposed on this parcel in 2019 for a total 70,000SF of warehouse space with one entrance on Burdeck Street. The current proposed project includes a total of 235,200 SF of warehouse space and an additional 12,000 SF of office space, and two site access points. The Traffic Impact Statement should be reviewed and updated as necessary. Items of concern that should be reviewed are:

a. Justification for trip generation and numbers for autos and trucks
Previous traffic study was for 70,000± SF. The project is now showing 84,000± SF and is more comparable to the previous traffic study. Wendy Holsberger is updating the traffic study, and we will provide a copy prior to the planning commission meeting.

b. Speed study for the adjacent roadway
Refer to traffic study once provided.

c. Site distance measurements for each driveway access
Both Burdeck Street and Princetown Road are straight with no notable sight distance concerns. Sight distance will be provided for Burdeck Street and noted in the traffic study. Also attached is NYSDOT conceptually accepting the driveway location. Sight distance for Princetown Road is not necessary as the Applicant already obtained a curb cut permit from Schenectady County.

d. Review delays and queuing to see if they would impact adjacent roadway or require turn lanes into the side
Refer to traffic study once provided.

e. Driveway on Burdeck Street is close to the rail crossing that should be examined and discussed, especially if the site will cause queuing back to the tracks.
Refer to traffic study once provided.

6. Two entrances are shown to the site, please provide additional clarification to indicate the primary entrance/exit.

Both driveways will serve as primary and or secondary entrances and exits.

7. Provide parking calculations to confirm adequate parking is supplied meeting zoning code for I-1 Light Industrial.

Parking calcs are provided on the revised site plan set. As proposed should be adequate based on similar projects already constructed by the Applicant.

8. Handicap parking spaces shall be indicated and the appropriate number of ADA spaces shown in the parking calculations.

All buildings will be ADA accessible and now shown on the revised plans.

9. *Proposed elevations of structures and roads are not identified on the plan. Elevations are required to determine the extent of cut of fill for all disturbed areas.*

Elevations are now provided on the revised set of site plans.

10. *Landscaping along the main entrance driveways is appreciated, however there are trees shown within stormwater management areas which is not practical and should be revised.*

Trees have been removed from any stormwater management areas.

11. *The Coverage Statistics table identifies 35% min. green space requirement, however, only 24.4% is provided in the proposed project.*

This was a typo on the concept plan and has now been removed. As you know there are no green space requirements per code in the industrial district.

12. *The project proposes to disturb more than 1-acre of soil, therefore coverage under GP-0-25-001 and preparation of a SWPPP will be required. Since the proposed work is over 5-acres, a detailed phasing plan or 5-acre waiver will be required for review.*

After reviewing the topography of the site and discussions with you and Mary Barry, we agreed there should be no offsite discharge to the waters of the us and therefore should not require the eNOI. This has been justified in the SWPPP.

13. *There is concern that the proposed stormwater management practices may be undersized based on the increase of impervious area of the site. Stormwater practice design calculations will be reviewed in the next submission.*

Stormwater has been reconsidered and now proposing porous pavement with drywells and stone infiltration trenches for rooftops.

14. *Test pits and infiltration tests do not correlate to the proposed locations for all proposed stormwater practices and septic systems. The infiltration rates on the site are consistent enough for stormwater management practice design. Additional testing will likely be required by DOH at the locations of proposed septic fields.*

Several test pits were already completed with DOH and GPI. All of the test pits resulted in similar soils to show consistency throughout the site. No additional test pits are warranted at this time. See attached email from SCDOH.

15. *Per Town of Rotterdam Code, Appendix 75-A, septic systems must adhere to a 10' setback from property lines. Dimensioning shall be provided to demonstrate system size and adherence to Town Code.*

All septic systems are now shown on the site plan and confirm to the 10' property line setback requirements.

16. *Per the NYS Design Standards Intermediate Sized Wastewater Treatment Systems, Table B-2, absorption fields must be located 20' from building foundations. Dimensioning of septic systems and proposed buildings shall be provided to demonstrate adherence to state requirements.*

Buildings will be constructed with slab on grade and therefore septic systems 10 feet minimum from foundations have been accepted in the past. We also shared the plans with SCDOH and they did not appear to have any concerns with proposed locations.

17. *Per the NYS Design Standards Intermediate Sized Wastewater Treatment Systems, Table B-2, absorption fields must be located 50'-100' away from stormwater management practices (depending on the type of practice) and 50' away from catch basins and culvert openings. Dimensioning shall be provided to demonstrate adherence to state requirements.*

The proposed stormwater management practices provide 50' minimum separation as shown on the revised site plans.

18. *The NYSDEC Stormwater Management Design Manual (SWDM) Table 6.10 Identifies various horizontal separation requirements based on the infiltration practice. This table should be reviewed and dimensions added to the plan to demonstrate adherence to the requirements.*

Buildings will be constructed with slab on grade and therefore the stone trench behind the buildings will not affect the foundations.

19. *The SWDM Table 4.3 outlines the requirements for designing for stormwater hotspots. "Uncovered loading/unloading facilities and recessed loading areas" are considered a Level 1 Hot Spot. There are additional Level 2 Hot Spot requirements that may be applicable depending on the use of the warehouses. The applicant should provide a statement of anticipated warehouse use and design for the necessary Hot Spot requirements.*

The Applicant is not proposing loading docks; therefore, this project is not considered a hotspot. The proposed tenant uses will be similar to what the Applicant has already constructed and rented to on very similar projects.

20. *The plans do not indicate water and electric service connections. Please provide utility layouts showing service points and routing. Existing watermain information must be added to the plan and the Applicant will need to coordinate with the Town's Water Department to confirm is adequate pressure and volume is available to service the site.*

Water laterals and septic systems are now shown on the preliminary site plan. Electric and gas service connections will be shown based on National Grid feedback.

21. *There are two offices spaces in units 18-19 that do not show associated parking or door swings for the buildings. Please update or clarify.*

The site plan has been revised (and building numbering changed), all parking spaces are now shown.

22. *Design and size of commercial signs will need to be provided for approval.*

Signage will be provided in a separate application when the Applicant is ready.

Enclosed for the application of Mike Floccuzio to construct 7 contractor type warehouse/office buildings at 785 Burdeck Street are the following items:

- 1.) Twelve (12) copies of the revised Site Plans.
- 2.) Revised Site Plan Application Form.
- 3.) Revised Short Environmental Assessment Form.
- 4.) SWPPP
- 5.) Stormwater Management Report
- 6.) SHPO Letter dated 2/6/26
- 7.) Email from SCDOH dated 1/20/26
- 8.) Email from NYSDOT for conceptual driveway location dated 1/23/26.

We would greatly appreciate the Planning Commission taking review of this proposal at the February 17, 2026 meeting as Mike FLocuzzio is looking for conditional approval at this meeting. All the above will be emailed to you.

Should you have any questions or need anything further, please do not hesitate to contact me.

Very truly yours,

ABD ENGINEERS & SURVEYORS, LLP



Luigi A. Palleschi, P.E.
Partner

LAP:clv
encl.

cc: Mike Floccuzio w/encl (via email)
Ryan Trunko w/encl (via email)
5932A-02062026



February 9, 2026

Michael Floccuzio
c/o Luigi Palleschi, PE
ABD Engineers & Surveyors, LLP
411 Union Street
Schenectady, NY 12305

RE: Traffic Impact Evaluation for Proposed Development, 785 Burdeck Street
Town of Rotterdam, New York

Dear Mr. Floccuzio,

Lansing Engineering (LE) has prepared this traffic impact evaluation to assess the potential traffic impacts for the proposed development located on Burdeck Street in the Town of Rotterdam, New York. The Preliminary Site Plan prepared by ABD Engineers & Surveyors is attached. A traffic study was completed for a similar project on the site in 2019. This letter is intended to supplement and update the previous evaluation based on a new development plan and traffic concerns raised by Greenman-Pedersen, Inc. (GPI), the Town's Designated Engineer (TDE).

Site Location and Proposed Development

The project site, located at 785 Burdeck Street (NY Route 337) in the Town of Rotterdam, New York, is currently undeveloped. Phase 1 of the proposed project includes construction of 84,000 square feet (sf) of warehouse space in seven buildings. Access to the site is proposed via full access driveways on Burdeck Street and Princetown Road. Phase 1 is expected to be fully built and operational by 2028. The project location is shown on Figure 1.

The Master Concept Plan at the site includes construction of an additional 140,368 sf of warehouse space (Phase 2) for a total of 224,368 sf of development at the site. There is currently no specific timeline identified for the second phase of development. To evaluate the full build conditions of the site with construction of the Master Plan, a sensitivity analysis is included for a 2033 Full Build condition, five years beyond Phase 1 development. The Master Concept Plan prepared by ABD Engineers & Surveyors is attached.

Existing Conditions

This traffic evaluation focuses on an assessment of the new proposed driveways on Burdeck Street and Princetown Road and the adjacent signalized intersection of Burdeck Street/Princetown Road.

Sight Distance

A sight distance analysis was performed at the proposed site driveway on Burdeck Street consistent with guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) in *A Policy on Geometric Design of Highways and Streets, 7th Edition*¹. Stopping and

¹ A Policy on Geometric Design of Highways and Streets, 7th Edition, AASHTO 2018

intersection sight distances were measured at the proposed site driveway for passenger vehicles and combination trucks. The site is anticipated to operate as flex storage space primarily serviced by passenger vehicles and box trucks; however, to confirm that sight lines are available for larger heavy vehicles the sight distance evaluation includes an evaluation of combination trucks. A permit has been obtained by Schenectady County for the proposed driveway on Princetown Road; therefore, the detailed sight distance evaluation focuses on the proposed site driveway on Burdeck Street.

Stopping sight distance (SSD) is the distance along the roadway for a vehicle approaching an intersection from either direction to perceive, react, and come to a complete stop before colliding with an object in the road. SSD guidelines are the same for passenger vehicles and combination trucks since the guideline is based on driver decision and reaction time. Intersection sight distance (ISD) is based on the time required for perception, reaction, and completion of the desired turning maneuver into or out of the site driveway without causing approaching vehicles on the main road to unduly reduce their speed. ISD guidelines are different for passenger vehicles and combination trucks as they are determined based on both driver behavior and vehicle characteristics.

The posted speed on Burdeck Street is 35-mph. Travel speed data collected by NYSDOT on Burdeck Street near the project frontage in 2023 shows that the 85th percentile operating speed is 34-mph in both the northbound and southbound directions. The 85th percentile speeds were rounded to the nearest 5-mph; therefore, the sight distance was conducted for a 35-mph operating speed and compared to the AASHTO guidelines as shown in Tables 1, 2, and 3.

Table 1 Stopping Sight Distance (feet)				
Location	Travel Direction	85th Percentile Speed (mph)	Guideline	Measurement
Burdeck St/Site Dwy	NB	35	250	750+
	SB	35	250	565

Table 1 shows that the available stopping sight distances both northbound and southbound on Burdeck Street meet the AASHTO guidelines at the proposed site driveway for the measured operating speed. The stopping sight distance southbound extends along Burdeck Street beyond the adjacent signalized intersection located approximately 400 feet from the site driveway. Vehicles traveling onto Burdeck Street from Princetown Road will have a clear line of sight to the site driveway, meeting the AASHTO guideline for the measured operating speed.

Table 2 Intersection Sight Distance (feet) for Passenger Vehicles				
Location	Travel Movement	Guideline		Measurement
Burdeck St/Site Dwy	Left-turn Out	$D_L = 390$	$D_R = 390$	$D_L = 750+$ $D_R = 530$
	Right-turn Out	$D_L = 335$		$D_L = 750+$
	Left-turn In	$D_S = 285$		$D_S = 750+$

Table 2 shows that the available intersection sight distances meet AASHTO guidelines for passenger vehicles at the proposed site driveway for the measured operating speed. The intersection sight distance looking right towards the adjacent Burdeck Street/Princetown Road intersection extends along Burdeck Street beyond the intersection located approximately 400 feet away. A clear line of sight to the



intersection provides sight distances that meet the AASHTO guidelines for the measured operating speed.

Table 3 Intersection Sight Distance (feet) for Combination Trucks			
Location	Travel Movement	Guideline	Measurement
Burdeck St/Site Dwy	Left-turn Out	$D_L = 595$ $D_R = 595$	$D_L = 750+$ $D_R = 530$
	Right-turn Out	$D_L = 545$	$D_L = 750+$
	Left-turn In	$D_S = 390$	$D_S = 750+$

Table 3 shows that the available sight distances meet AASHTO guidelines for combination trucks at the proposed site driveway for the measured operating speed, except for the distance looking right to turn left out of the site. A clear line of sight is available for a driver looking to the right to see vehicles traveling south on Princetown Road towards the signalized intersection. Visibility for vehicles traveling northbound on Princetown Road is consistent with the distance looking right straight through the Burdeck Street/Princetown Road intersection. The available sight distance looking through the intersection and towards the Princetown Road northbound approach is approximately 65 feet short of meeting the guideline and is limited by utility poles and trees on the northeast quadrant of the Burdeck Street/Princetown Road intersection. Review of Figure 2C-101 Guide for Intersection Warning Sign Use in the New York State Supplement to the *Manual on Uniform Traffic Control Devices*² (NYS Supplement) indicates that the distance looking right is not critically limited, and mitigation, such as installation of an intersection warning sign, is not warranted.

A cursory field review of sight lines at the Princetown Road site driveway indicated that Princetown Road is generally straight and level with good sight lines. No detailed sight distance evaluation was completed at this location.

Site signage and landscaping should be placed a minimum of 14.5 feet back from both Burdeck Street and Princetown Road to maintain good sight lines.

Crash History

Crash data was obtained from NYSDOT for the latest three-year period from January 1, 2023, to December 31, 2025, at the study Burdeck Street/Princetown Road intersection and along the Burdeck Street and Princetown Road project frontages to identify crash patterns near the project site.

The data shows that during the three-year period, a total of seven crashes occurred at the intersection and one crash occurred on each of the roadway segments adjacent to the project site. Table 4 summarizes the intersection and segment crashes. Detailed crash data can be found in Attachment B.

² New York State Supplement to the Manual on Uniform Traffic Control Devices for Streets and Highways (2009 Edition), NYSDOT, Effective March 16, 2011



Table 4 Summary of Three-Year Crash History					
Location	Total Crashes	Severity			
		Fatal	INJ ^a	PDO ^b	NR ^c
Burdeck Street/Princetown Road	7	0	1	6	0
Princetown Road	1	0	0	1	0
Burdeck Street	1	0	1	0	0
Source: NYSDOT crash data dated January 1, 2023, through December 31, 2025					
a Personal Injury					
b Property Damage Only					
c Non-Reportable (< \$1,000 in property damage and no injuries)					

Table 4 shows that of the 7 total intersection crashes, there was a single injury crash, 6 property damage only collisions, and no non-reportable crashes (<\$1,000 in property damage and no injuries). Of the two segment crashes along the project frontages, there was one injury crash and one property damage only crash. There were no fatalities and no pedestrian or bicycle crashes in the three-year study period. The following is noted regarding the crashes:

Burdeck Street/Princetown Road

Of the seven crashes during the study period there were three “other” collisions, including two crashes with fixed objects and one crash with a deer. One of the fixed object collisions was attributed to driver inexperience, the other fixed-object collision had no apparent contributing factors entered, and the collision with a deer was attributed to animal action. There was also a head-on crash attributed to tire failure, two rear-end crashes attributed to following too closely and driver inattention, and a right-angle crash attributed to disregarding a traffic control device. The right-angle crash resulted in injury and the remaining crashes resulted in property damage only. Review of the data did not identify a crash pattern correctible by engineering measures.

Princetown Road

A single crash occurred on this 0.2-mile segment of Princetown Road during the three-year study period. A collision with an animal attributed to animal action and resulting in property damage only.

Burdeck Street

A single crash occurred on this 0.1-mile segment of Burdeck Street during the three-year study period. A fixed-object collision with a utility pole attributed to the driver losing consciousness and resulting in injury. The driver was traveling southbound and collided with a pole immediately before the train tracks; however, the crash did not involve the railroad crossing.

Traffic Volumes

Intersection turning movement counts (TMCs) were conducted at the Burdeck Street/Princetown Road intersection on Wednesday January 21, 2026 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. Review of the 2026 data showed that the AM peak hour occurs from 7:15 to 8:15 a.m. and the PM peak hour occurs from 4:00 to 5:00 p.m. The TMC data is included in Attachment C. The 2026 Existing traffic volumes are shown on Figure 2.



Future Traffic Volumes and Operations- Phase 1

Future Traffic Volumes

To determine the impacts of the site-generated traffic volumes at the study intersections, future traffic volumes were estimated with construction of Phase 1 development for the 2028 design year when the first development phase is expected to be constructed and fully occupied.

Traffic growth is a function of expected site-specific land development and changes to general background demographics resulting in increases or decreases to roadway traffic volumes. Information provided by the Town of Rotterdam indicates that there are no other planned developments in the study area that would impact traffic volumes. Regression analyses of traffic volumes on Burdeck Street and Princetown Road indicate that traffic volumes have fluctuated showing both increases and decreases in recent years. To account for the potential for growth in the study area, a 0.5% per year growth was applied to the 2026 Existing traffic volumes for two years to estimate the general background growth. The 2028 No-Build traffic volumes are shown on Figure 2.

Site generated trips for the weekday morning and afternoon peak hours for the proposed development were based on the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 12th Edition*³, which is the industry standard for estimating trips for different land uses. Information provided by the applicant indicates that site patrons will typically be small contractors like landscapers, electricians, builders, plumbers, etc. and the site will not be used as a typical large-scale warehouse. Based on the anticipated tenants, ITE LUC 110 – General Light Industrial was used to estimate the peak hour trips. However, unlike light industrial uses where workers enter the site at the beginning of the workday and exit at the end of the workday, patrons at the proposed site are expected to enter and exit during a short timeframe; therefore, the trip distribution was modified to 50% entering and 50% exiting. The resulting trip generation for the AM and PM peak hours is summarized in Table 5.

Table 5 Trip Generation Summary-General Light Industrial						
Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Phase 1- 84,000 sf	20	20	40	20	21	41

The table shows that Phase 1 of the proposed project is expected to generate 40 new vehicle trips during the weekday AM peak hour (20 entering and 20 exiting) and 41 new vehicle trips during the weekday PM peak hour (20 entering and 21 exiting). The magnitude of site-generated trips results in less than the NYSDOT and ITE trip thresholds of the generation of 100 vehicle trips on a single intersection approach for determining the need for detailed off-site intersection analysis. These agency thresholds were developed as a tool to identify locations where the magnitude of site-generated traffic has the potential to impact operations at off-site intersections and screen out locations that do not meet the threshold and are therefore unlikely to require mitigation. Based on the industry guidelines and magnitude of peak hour traffic generation at the site, a detailed analysis of off-site intersections is not warranted; however, in addition to an evaluation of the proposed site driveways a detailed analysis of the Burdeck Street/Princetown Road was included due to its proximity to the site.

³ Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, Washington D.C., August 2025



The directional distribution of traffic entering and exiting the site is based on population density, existing and anticipated future travel patterns, efficiency of the existing roadway network, locations of similar land uses, etc. It is expected that 5% of the site generated traffic will travel to and from the east on Princetown Road, 20% to and from the west on Princetown Road, 25% will travel to and from the north on Burdeck Street, and 50% will travel to and from the south on Burdeck Street. The trip assignment is shown on Figure 2. The site-generated trips were added to the 2028 No-Build traffic volumes to develop the 2028 Build traffic volumes shown on Figure 2.

Intersection Capacity Analysis

Capacity analysis provides an indication of how well an intersection accommodates the traffic demand in terms of level of service (LOS), which is based on a measure of the average vehicle delay. The analysis uses procedures set forth in the *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis*⁴ (HCM). Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. Level of service designations are different depending on intersection control and are summarized in Attachment D.

Analysis was conducted for the 2026 Existing, 2028 No-Build, and 2028 Build conditions at the Burdeck Street/Princetown Road intersection and for the 2028 Build condition at the site driveway intersections. Table 6 summarizes the capacity analysis results for the weekday AM and PM peak hours. The capacity analysis worksheets are included in Attachment D.

Table 6 Level of Service Summary- Phase 1												
Intersection	AM Peak Hour (7:15-8:15)						PM Peak Hour (4:00-5:00)					
	2026 Existing		2028 No-Build		2028 Build		2026 Existing		2028 No-Build		2028 Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Burdeck St/Princetown Rd												
Princetown Rd EB LTR	A	10.0	A	10.0	A	9.9	A	9.8	A	9.8	A	9.8
Princetown Rd WB LTR	A	9.4	A	9.4	A	9.4	A	9.1	A	9.0	A	9.0
Burdeck St NB LTR	A	3.8	A	3.8	A	3.9	A	4.1	A	4.2	A	4.2
Burdeck St SB LTR	A	3.4	A	3.4	A	3.5	A	4.2	A	4.2	A	4.3
Overall	A	4.9	A	5.0	A	5.1	A	5.8	A	5.8	A	5.9
Burdeck St/Site Dwy												
Site Dwy WB LR	--	--	--	--	B	11.8	--	--	--	--	B	12.4
Burdeck St SB L	--	--	--	--	A	7.9	--	--	--	--	A	7.7
Princetown Rd/Site Dwy												
Princetown Rd WB L	--	--	--	--	A	7.3	--	--	--	--	A	7.3
Site Dwy NB LR	--	--	--	--	A	8.8	--	--	--	--	A	9.0
LOS = Level of Service Delay = Average delay per vehicle in seconds NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches LTR = Left-turn, Through, or Right-turn movement -- = Not applicable												

The analysis shows that the Burdeck Street/Princetown Road intersection operates with very good levels of service during the AM and PM peak hours. These good levels of service will be maintained with construction of the proposed project. The site driveways operate with good levels of service with single lanes entering and exiting and unsignalized control.

⁴ Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis, National Academies Press 2022



Vehicle queues were observed during the morning and evening peak hours on the northbound approach to the Burdeck Street/Princetown Road signalized intersection. The proposed site driveway is located approximately 365 feet south of the stop bar at the traffic signal allowing space for approximately 15 vehicles to queue before reaching the site driveway. The following is a summary of the queue observations:

AM Peak Hour

- There were 31 vehicle queues observed during the AM peak hour
- The maximum vehicle queue observed was six vehicles, which occurred once during the peak hour
- The average vehicle queue observed was between two and three vehicles
- There was a mix of passenger and heavy vehicles in the queues, but no vehicle queues extended to the site driveway

PM Peak Hour

- There were 40 vehicle queues observed during the PM peak hour
- The maximum vehicle queue observed was eight vehicles, which occurred once during the peak hour
- The average vehicle queue observed was between two and three vehicles
- There was a mix of passenger and heavy vehicles in the queues, but no vehicle queues extended to the site driveway

A review of the field observations and intersection analysis results with Phase 1 developed indicates that the adjacent signalized intersection will not interfere with the operation of the site driveway on Burdeck Street.

A railroad crossing is located to the south of the project site on Burdeck Street. The proposed site driveway is located approximately 75-feet north of the southbound stop bar at the railroad crossing, allowing for up to three vehicles to queue at the crossing before reaching the site driveway. The following is noted regarding the railroad crossing and the site:

- Drivers exiting the site have a clear line of sight to the railroad crossing and will yield to vehicles queuing on Burdeck Street southbound when exiting the site to travel south.
- Drivers traveling to the site from the south will enter with a right-turn movement, which will not result in site vehicles queueing on Burdeck Street towards the railroad crossing. Although the site will primarily service passenger vehicles and small commercial trucks, the site driveway should be designed to accommodate larger tractor trailers to eliminate off-tracking that results in the potential to queue vehicles on Burdeck Street, which will be coordinated during the detailed design process with NYSDOT.
- There was no train activity observed during the queue observations or during other data collection activities. It is anticipated that vehicle queues on the northbound approach at the signal could experience an increase immediately following a train crossing when the gate opens and vehicles queuing behind the railroad crossing proceed to the signal.
- During the prior study completed in 2019, several trains were observed during the data collection efforts and confirmed that train activity resulted in delays to vehicular traffic of between one and four minutes. Similar to the conclusions noted above, the train activity did not indicate it would negatively impact the site driveway operations.



Master Plan Development- Full Build Sensitivity Analysis

To determine the impacts of the site-generated traffic volumes at the study intersections with full build of the Master Plan, future traffic volumes were estimated with the construction of an additional 140,368 sf of development for a 2033 design year.

Consistent with the Phase 1 evaluation, to account for the potential for growth in the study area, a 0.5% per year growth rate was applied to the 2026 Existing traffic volumes for seven years to estimate the general background growth. The trip generation for Phase 2 with an additional 140,368 sf of development was estimated using ITE LUC 110 – General Light Industrial. Assuming similar tenants will occupy the space, the trip distribution was modified to 50% entering and 50% exiting. Table 7 summarizes the trip generation for full build of the site with 224,368 sf of building space.

Table 7 Trip Generation Summary- General Light Industrial						
Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Phase 1- 84,000 sf	20	20	40	20	21	41
Phase 2- 140,368 sf	34	34	68	35	34	69
Total Master Plan- 224,368 sf	54	54	108	55	55	110

The table shows that with full build of the Master Plan, the site is expected to generate 108 new vehicle trips during the weekday AM peak hour (54 entering and 54 exiting) and 110 new vehicle trips during the weekday PM peak hour (55 entering and 55 exiting). The magnitude of site-generated trips remains less than the NYSDOT and ITE trip thresholds of the generation of 100 vehicle trips on a single intersection approach for determining the need for detailed off-site intersection analysis.

The site generated trips were assigned to the study area intersection consistent with the distribution pattern utilized for Phase 1 development. The trip assignment for the total Master Plan development (224,368 sf) is shown on Figure 3. The assigned trips were added to the 2033 background traffic volumes to develop the 2033 Full Build traffic volumes shown on Figure 3.

Intersection analysis was conducted for the 2033 Full Build conditions at the Burdeck Street/Princetown Road intersection and the site driveway intersections. Table 8 summarizes the capacity analysis results for the weekday AM and PM peak hours for the 2028 Phase 1 Build and 2033 Full Build conditions. The capacity analysis worksheets are included in Attachment D.



Table 8 Level of Service Summary – Full Build Sensitivity Analysis								
Intersection	AM Peak Hour (7:15-8:15)				PM Peak Hour (4:00-5:00)			
	2028 Phase 1 Build		2033 Full Build		2028 Phase 1 Build		2033 Full Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Burdeck St/Princetown Rd								
Princetown Rd EB LTR	A	9.9	A	9.9	A	9.8	A	9.7
Princetown Rd WB LTR	A	9.4	A	9.3	A	9.0	A	9.0
Burdeck St NB LTR	A	3.9	A	4.0	A	4.2	A	4.4
Burdeck St SB LTR	A	3.5	A	3.7	A	4.3	A	4.5
Overall	A	5.1	A	5.3	A	5.9	A	6.0
Burdeck St/Site Dwy								
Site Dwy WB LR	B	11.8	B	12.6	B	12.4	B	13.2
Burdeck St SB L	A	7.9	A	8.0	A	7.7	A	7.8
Princetown Rd/Site Dwy								
Princetown Rd WB L	A	7.3	A	7.3	A	7.3	A	7.3
Site Dwy NB LR	A	8.8	A	8.9	A	9.0	A	9.1
LOS = Level of Service Delay = Average delay per vehicle in seconds NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches LTR = Left-turn, Through, or Right-turn movement								

The analysis shows that the Burdeck Street/Princetown Road intersection will experience little or no increase in the average vehicle delay at full build conditions with 224,368 sf of development with very good levels of service and average vehicle delays of 9.9 seconds or less during both peak hours. The site driveway intersections will continue to operate at LOS A/B conditions with minor increases in the average vehicle delay with single lanes entering and exiting and unsignalized control. A review of the analysis results illustrates vehicle queues on Burdeck Street along the project frontage will remain consistent with the Phase 1 conditions and not interfere with the site driveway operations.

Conclusions and Recommendations

Lansing Engineering has conducted a traffic impact evaluation to assess the potential traffic impacts associated with Phase 1 construction of 84,000 sf of warehouse space in seven buildings. Access to the site is proposed via full access driveways on Burdeck Street and Princetown Road. The project is expected to be constructed and fully occupied by 2028. Based on the evaluation, the following conclusions are noted:

- Phase 1 of the proposed project is expected to generate 40 new vehicle trips during the weekday AM peak hour (20 entering and 20 exiting) and 41 new vehicle trips during the weekday PM peak hour (20 entering and 21 exiting).
- Stopping sight distances on Burdeck Street meet the AASHTO guidelines at the proposed site driveway for the measured operating speed.
- Intersection sight distances on Burdeck Street meet the AASHTO guidelines at the proposed site driveway for the measured operating speed for passenger vehicles.
- Although heavy vehicles traffic is expected to be minimal at the site, intersection sight distance was measured for heavy vehicle traffic at the proposed Burdeck Street site driveway. A sight distance evaluation at the proposed site driveway on Burdeck Street illustrated that the distance looking right is less than the AASHTO guidelines, but not critically limited; therefore, mitigation is not proposed.

- A cursory review of sight lines at the Princetown Road site driveway, which has already been permitted by Schenectady County, confirms a straight flat roadway with clear sight lines.
- A review of the latest three years of crash data illustrated 7 crashes at the Burdeck Street/Princetown Road intersection, one crash on Burdeck Street along the project frontage, and one crash on Princetown Road along the project frontage. There were no prevalent crash types identified and the data did not identify crash types correctable by engineering measures.
- The intersection analysis indicates that the site driveways and adjacent Burdeck Street/Princetown Road intersection will operate with good levels of service after construction of Phase 1.
- Peak hour vehicle queue observations during the AM and PM peak hours illustrated vehicle queues do not extend to the site driveway on Burdeck Street. Similar queues are expected in the future 2028 conditions with Phase 1 developed.
- The operation of the site does not result in a condition that would queue vehicles into the railroad crossing. Site vehicles traveling north on Burdeck Street will enter the site with a free flow right-turn movement.
- A sensitivity analysis was conducted for a 2033 Full Build condition with completion of the Master Plan with 224,368 sf of development. The results of the sensitivity evaluation illustrated good operations will be maintained at the Burdeck Street/Princetown Road and site driveway intersections.

Please call with questions regarding the above evaluation.

Sincerely,

LANSING ENGINEERING, PC



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Attachments

