

SPECIAL MEETING OF THE ROTTERDAM TOWN BOARD

November 26, 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

PUBLIC HEARING

PRESENTATIONS

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

436.24 Accepting Town Board meeting minutes. Pg. 3

437.24 To authorize healthcare insurance contracts for 2025. Pg. 42

438.24 To enact Local Law No. 22 of 2024; To establish a six (6) month extension to Local Law 8 of 2023 and Local Law 5 of 2024 which established a six (6) month moratorium prohibiting battery energy storage system installations within the Town of Rotterdam. Pg. 55

439.24 To enact Local Law No. 23 of 2024; To establish a six (6) month extension to Local Law 9 of 2023 and Local Law 6 of 2024 which established a six (6) month moratorium prohibiting wind generation system installations within the Town of Rotterdam. Pg. 71

440.24 To declare equipment obsolete. Pg. 87

441.24 To authorize an agreement with Trane U.S. Inc. for the year 2025. Pg. 90

442.24 To authorize Change Order No. 1 with Phoenix Fence LLC for the fencing at Woestina Park Challengers Field. Pg. 110

443.24 To amend Resolution 296.21 relating to the use of ARPA funds. Pg. 113

444.24 To accept the Rotterdam Preserve Master Plan. Pg. 121

445.24 To authorize the Town Supervisor to execute the Memorandum of Agreement between the Town of Rotterdam and the Civil Service Employees' Association recognizing the new job title of Water and Sewer Maintenance Manager. Pg 142

446.24 To adopt a SEQR Negative Declaration on a Change of Zone application on ±17.3 acres from Agricultural (A-1) to General Business (B-2) located at 900 & 880 Duanesburg Road. Pg. 146

447.24 To enact Local Law No. 24 of 2024; To amend Chapter 270, Zoning, of the Town Code, relating to a Change of Zone request on ±17.3 acres from Agricultural (A-1) to General Business (B-2) located at 900 & 880 Duanesburg Road. Pg. 313

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

RESOLUTION NO. 436.34**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 November 13, 2024, as attached.

SECTION 2. This resolution shall become effective November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 15, 2024

TO: Mollie A. Collins, Supervisor

FROM: Diane M. Marco, Town Clerk

TITLE OF LEGISLATIVE REQUEST: To adopt meeting minutes for the Town Board Meeting of November 13, 2024.

TO BE PLACED ON TOWN BOARD AGENDA OF: November 26, 2024.

TO BE PLACED ON TOWN BOARD MEETING OF: November 26, 2024.

Background Information: Attached to adopt the Town Board Meeting of the Town Board of November 13, 2024.

Evaluation/Analysis: N/A

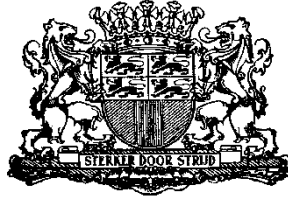
Recommendation(s): To place on Town Board agenda and Town Board meeting of November 26, 2024.

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

November 18, 2024

Certified Resolutions: #416.24-#435.24 for the year 2024 was duly adopted at the Town Board Meeting held at J.F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York, 12306 that was held Wednesday, November 13, 2024 at 7:00 p.m. The Town Board Agenda Meeting started at approximately 6:37 p.m. and was adjourned at approximately 6:46 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. The Town Board Meeting was adjourned at approximately 7:36 p.m. by Councilmember Gallucci and seconded by Councilmember Dodson. 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

November 13, 2024

7:00 PM

Agenda Review 6:30 PM

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ROLL CALL

PLEDGE OF ALLEGIANCE

SUPERVISOR'S REMARKS: Supervisor Mollie A. Collins

EXECUTIVE SESSION

PROCLAMATIONS

PUBLIC HEARING

PRESENTATIONS

PUBLIC COMMENT – PRIVILEGE OF THE FLOOR:

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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

- 416.24** Accepting Town Board meeting minutes. Pg. 4
- 417.24** To accept revenue for Town Clerk's office for October 2024. Pg. 37
- 418.24** To approve budget transfers to the 2024 budget. Pg. 42
- 419.24** To approve budget transfers of gas and diesel to the 2024 budget. Pg. 46
- 420.24** To adopt a SEQR Negative Declaration on a Change of Zone application from Multi-Family Residential (R-3) to General Business (B-2) located at 676 Mariaville Road. Pg. 49
- 421.24** To Enact Local Law No. 21 of 2024; To amend Chapter 270, Zoning, of the town code, relating to 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) located at 676 Mariaville Road. Pg. 79
- 422.24** 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 Agricultural (A-1) to General Business (B-2) located along Old Mariaville Road and refer to the Planning Commission for report and recommendation. Pg. 87
- 423.24** 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 Single Family Residential (R-1) to Multiple Family (R-3) located at 759 Peter Road and refer to the Planning Commission for report and recommendation. Pg. 99
- 424.24** Request for bids for Rotterdam Police Department vehicle maintenance and repairs. Pg. 118
- 425.24** Request for bids for Rotterdam Police Department car wash services. Pg. 137
- 426.24** Request for bids for Rotterdam Police Department uniform and civilian clothing dry cleaning. Pg. 154
- 427.24** Requesting bids for Town of Rotterdam Water District No. 5 Leak Detection Survey Phases 3, 4, & 5. Pg. 172
- 428.24** Requesting bids for Installation of New Fencing off Kings Road. Pg. 433
- 429.24** Authorize Change Order No. 1 with HMA Contracting Corp. for the Rotterdam Senior Center Lot Improvements Project. Pg. 471

430.24 To authorize a final release of retainage to Empire Electric NY LLC. Pg. 475

431.24 Call for a public hearing to receive comments from the public on the Town of Rotterdam proposed five (5) year PHA Plan for the Section 8 Housing Choice Voucher Program. Pg. 484

432.24 To negotiate and execute an agreement with Cusack and Company, Certified Public Accountants LLC for HUD auditing services. Pg. 499

433.24 To negotiate and execute an agreement with Cusack and Company, Certified Public Accountants LLC for financial auditing services of the year 2023. Pg. 509

434.24 To adopt the 2025 Preliminary Budget as the Annual Budget for the Town of Rotterdam for the fiscal year beginning January 1, 2025. Pg. 516

435.24 To schedule a special meeting of the Town Board. Pg. 518

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 the John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 416.24

ACCEPTING TOWN BOARD MEETING MINUTES

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 adopts the minutes of the Town Board Meeting of October 23, 2024 and Special Town Board Meeting November 6, 2024, as attached.

SECTION 2. This resolution shall become effective November 13, 2024.

DATED: November 13, 2024

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

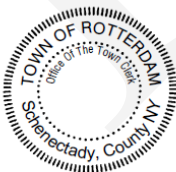
I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on November 13, 2024, and that the foregoing resolution is a true and correct transcript of the original 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 417.24

TO ACCEPT REVENUE FOR TOWN CLERK'S OFFICE FOR OCTOBER 2024

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

SECTION 1. The Town Clerk's report for the month of October 2024, has been placed on file and the town clerk's check in the amount of four thousand five hundred fifty-five dollars and 51/100 (\$4,555.51) has been submitted to the Supervisor for deposit.

SECTION 2. This resolution shall become effective November 13, 2024

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 418.24

TO APPROVE BUDGET TRANSFERS TO THE 2024 BUDGET

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

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:

<i>Fund</i>	<i>Account No.</i>	<i>Title</i>	<i>Amount</i>
General	A1410 4202	FROM: Informational Mailer	-1,193.82
General	A1410 4400	INTO: Repair/Machine Contract	+1,193.82
W5	W58310 4849	FROM: GIS Implementation	-5,333.31
W5	A14404849	INTO: GIS Implementation	+5,333.31

SECTION 2. This resolution shall become effective November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 419.24

TO APPROVE BUDGET TRANSFERS OF GAS AND DIESEL TO THE 2024 BUDGET

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

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 **GAS** transfers to the various accounts for 2024 are hereby audited and approved:

<i>Fund</i>	<i>Account No.</i>	<i>Title</i>	<i>Amount</i>
General	A3120 4302	FROM: Patrol Vehicle Gas	-20,086.71
General	A3310 4302	FROM: Traffic Control Gas	-517.68
General	A3620 4302	FROM: Safety Insp Gas	-0
General	A7110 4302	FROM: Parks Gas	-2,643.49
General	A1355-4302	FROM: Assessor	-0
General	A3410 4302	FROM: Fire Fight Gas	-2,509.86
General	A5132 4304	INTO: Central Gas Expenditure	+25,757.74
Highway	DA5110 4304	FROM: Fuel General	-3,785.51
Highway	DA5140 4304	FROM: Fuel Brush & Weed	-1,181.85
General	A5132 4304	INTO: Central Gas Expenditure	+4,967.36
S2	S28120 4302	FROM: S2 Gas Oil Lube	-2,398.30
General	A5132 4304	INTO: Central Gas Expenditure	+2,398.30
W5	W58340 4302	FROM: W5 Gas Oil Lube	-2,485.51
General	A5132 4304	INTO: Central Gas Expenditure	+2,485.51

SECTION 2. . 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 **DIESEL** transfers to the various accounts for 2024 are hereby audited and approved:

<i>Fund</i>	<i>Account No.</i>	<i>Title</i>	<i>Amount</i>
General	A8189 4302	FROM: Landfill Gas	-1,172.37
General	A4160-4162	FROM: Compost Tub Grinder	- 0
General	A3410 4302	FROM: Fire Fight Gas	-1,110.81
Highway	DA5148 4304	INTO: Central Diesel Expenditure	+2,283.18

Highway	DA5110 4304	FROM:	Fuel General	-12,409.21
Highway	DA5140 4304	FROM:	Fuel Brush & Weed	-5,501.67
Highway	A5132 4304	INTO:	Central Diesel Expenditure	+17,910.88
S2	S28120 4302	FROM:	S2 Gas Oil Lube	-490.67
Highway	DA5148 4304	INTO:	Central Diesel Expenditure	+490.67
W5	W58340 4302	FROM:	W5 Gas Oil Lube	-450.62
Highway	DA5148 4304	INTO:	Central Diesel Expenditure	+450.62

SECTION 3. This resolution shall become effective November 13, 2024

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 420.24

TO ADOPT A SEQR NEGATIVE DECLARATION ON A CHANGE OF ZONE APPLICATION FROM MULTI-FAMILY RESIDENTIAL (R-3) TO GENERAL BUSINESS (B-2) LOCATED AT 676 MARIAVILLE ROAD

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 adopts the Negative Declaration dated November 13, 2024, as prepared by the Senior Planner, for a Change of Zone request from Multi-Family Residential (R-3) to General Business (B-2) to facilitate the potential construction of flex warehouse space: two (2) $\pm$ 12,000 square foot, five (5) $\pm$ 10,000 square foot and two (2) $\pm$ 7,500 square foot buildings, on $\pm$ 16.19 acres of a $\pm$ 65.8 acre parcel located at 676 Mariaville Road and is a portion of Tax Map No. 47.00-8.13.5

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 November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 421.24

TO ENACT LOCAL LAW NO. 21 OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, RELATING TO 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) LOCATED AT 676 MARIAVILLE ROAD

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

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 21 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 November 13, 2024.

DATED: November 13, 2024

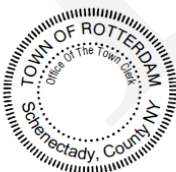
NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 422.24

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 AGRICULTURAL (A-1) TO GENERAL BUSINESS (B-2) LOCATED ALONG OLD 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 ±3.07-acres parcel from Agriculture (A-1) to General Business (B-2) to facilitate the potential construction of three (3) contractor storage buildings compromising four parcels of vacant land located along Old Mariaville Road and is known as Tax Map Nos. 47.-4-8, 47.-4-9, 47.-4-10 and 47.-4-11; NOW

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 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 ±3.07-acres parcel from Agriculture (A-1) to General Business (B-2) to facilitate the potential construction of three (3) contractor storage buildings compromising four parcels of vacant land located along Old Mariaville Road and is known as Tax Map Nos. 47.-4-8, 47.-4-9, 47.-4-10 and 47.-4-11.

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 November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 423.24

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 SINGLE FAMILY RESIDENTIAL (R-1) TO MULTIPLE FAMILY (R-3) LOCATED AT 759 PETER 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 ±2.41 acres parcel from Single Family Residential (R-1) to Multiple Family (R-3) to facilitate the potential construction of up to twenty (20) condominium units located on the property known as 759 Peter Road, Tax Map No. 59.20-1-1; 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 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 ±2.41 acres parcel from Single Family Residential (R-1) to Multiple Family (R-3) to facilitate the potential construction of up to twenty (20) condominium units located on the property known as 759 Peter Road, Tax Map No. 59.20-1-1.

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 November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 424.24

**REQUEST FOR BIDS FOR ROTTERDAM POLICE DEPARTMENT VEHICLE
MAINTENANCE AND REPAIRS**

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

SECTION 1. The Town Board of the Town of Rotterdam hereby authorizes the Supervisor to call for bids for Rotterdam Police Department Vehicle Maintenance and Repairs.

SECTION 2. The Town Clerk of the Town of Rotterdam shall cause the following public notice to be published in the official newspaper of the Town of Rotterdam, and the Supervisor of the Town of Rotterdam shall cause the following public notice be published to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) at least five (5) days before the date of reception of bid proposals:

**TOWN OF ROTTERDAM
NOTICE TO BIDDERS**

PLEASE TAKE NOTICE: That all bids received by the Town Board of the Town of Rotterdam, by December 2, 2024, at 10:30 a.m., will be opened electronically and in person at that time. The Town Board will subsequently post an official report to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) by the close of business the next day, of all bid submissions received pursuant to this notice. Additionally, the official bid report and all bids shall be available in the office of the Town Clerk for public inspection during regular business hours, for the purchase by the Town of Rotterdam of the following:

ROTTERDAM POLICE DEPARTMENT VEHICLE MAINTENANCE AND REPAIRS

Digital Copies of Specifications may be obtained from the Empire State Purchasing Group on BidNet at <http://www.bidnetdirect.com/townofrotterdam>. Copies of RFB documents obtained from any other source are not considered official copies. The Town of Rotterdam cannot guarantee the accuracy of any information not obtained from the BidNet Direct website and is not responsible for any errors contained by any information received from an alternate source. Only those vendors who obtain RFB, ITB, RFP or RFQ documents from the BidNet system are guaranteed to receive addendum information, if such information is issued. If you obtain the document from a source other than the source indicated, it is recommended that you register on the Empire State Purchasing Group website, <http://www.bidnetdirect.com/new-york> and obtain an official copy.

**ALL BID PROPOSALS MUST BE SUBMITTED ON BIDNET OR TO THE TOWN
CLERK OFFICE AT 1100 SUNRISE BOULEVARD PRIOR TO
10:30 A.M., DECEMBER 2, 2024**

All handling costs (mail, delivery services, printing etc.) shall be the responsibility of the bidder. The Town Board reserves the right to reject any and all bids or proposals or any specific part of any item of any bid.

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

DATED: November 13, 2024

BidNet: Please publish on November 15, 2024

Daily Gazette: Please publish on November 15, 2024

Town Clerk Post

SECTION 3. This resolution shall become effective November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 425.24

REQUEST FOR BIDS FOR ROTTERDAM POLICE DEPARTMENT CAR WASH SERVICES

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 Supervisor to call for bids for Rotterdam Police Department Car Wash Services.

SECTION 2. The Town Clerk of the Town of Rotterdam shall cause the following public notice to be published in the official newspaper of the Town of Rotterdam, and the Supervisor of the Town of Rotterdam shall cause the following public notice be published to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) at least five (5) days before the date of reception of bid proposals:

**TOWN OF ROTTERDAM
NOTICE TO BIDDERS**

PLEASE TAKE NOTICE: That all bids received by the Town Board of the Town of Rotterdam, by December 2, 2024, at 10:45 a.m., will be opened electronically and in person at that time. The Town Board will subsequently post an official report to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) by the close of business the next day, of all bid submissions received pursuant to this notice. Additionally, the official bid report and all bids shall be available in the office of the Town Clerk for public inspection during regular business hours, for the purchase by the Town of Rotterdam of the following:

ROTTERDAM POLICE DEPARTMENT CAR WASH SERVICES

Digital Copies of Specifications may be obtained from the Empire State Purchasing Group on BidNet at <http://www.bidnetdirect.com/townofrotterdam>. Copies of RFB documents obtained from any other source are not considered official copies. The Town of Rotterdam cannot guarantee the accuracy of any information not obtained from the BidNet Direct website and is not responsible for any errors contained by any information received from an alternate source. Only those vendors who obtain RFB, ITB, RFP or RFQ documents from the BidNet system are guaranteed to receive addendum information, if such information is issued. If you obtain the document from a source other than the source indicated, it is recommended that you register on the Empire State Purchasing Group website, <http://www.bidnetdirect.com/new-york> and obtain an official copy.

**ALL BID PROPOSALS MUST BE SUBMITTED ON BIDNET OR TO THE TOWN
CLERK OFFICE AT 1100 SUNRISE BOULEVARD PRIOR TO
10:45 A.M., DECEMBER 2, 2024**

All handling costs (mail, delivery services, printing etc.) shall be the responsibility of the bidder. The Town Board reserves the right to reject any and all bids or proposals or any specific part of any item of any bid.

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

DATED: November 13, 2024

BidNet: Please publish on November 15, 2024

Daily Gazette: Please publish on November 15, 2024

Town Clerk Post

SECTION 3. This resolution shall become effective November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 426.24

REQUEST FOR BIDS FOR ROTTERDAM POLICE DEPARTMENT UNIFORM AND CIVILIAN CLOTHING DRY CLEANING

THEREFORE, UPON MOTION OF Councilmember SCHLAG, 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 call for bids for Rotterdam Police Department uniform and civilian clothing dry cleaning.

SECTION 2. The Town Clerk of the Town of Rotterdam shall cause the following public notice to be published in the official newspaper of the Town of Rotterdam, and the Supervisor of the Town of Rotterdam shall cause the following public notice be published to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) at least five (5) days before the date of reception of bid proposals:

**TOWN OF ROTTERDAM
NOTICE TO BIDDERS**

PLEASE TAKE NOTICE: That all bids received by the Town Board of the Town of Rotterdam, by December 2, 2024, at 11:00 A.M., will be opened electronically and in person at that time. The Town Board will subsequently post an official report to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) by the close of business the next day, of all bid submissions received pursuant to this notice. Additionally, the official bid report and all bids shall be available in the office of the Town Clerk for public inspection during regular business hours, for the purchase by the Town of Rotterdam of the following:

ROTTERDAM POLICE DEPARTMENT UNIFORM AND CIVILIAN CLOTHING DRY CLEANING

Digital Copies of Specifications may be obtained from the Empire State Purchasing Group on BidNet at <http://www.bidnetdirect.com/townofrotterdam>. Copies of RFB documents obtained from any other source are not considered official copies. The Town of Rotterdam cannot guarantee the accuracy of any information not obtained from the BidNet Direct website and is not responsible for any errors contained by any information received from an alternate source. Only those vendors who obtain RFB, ITB, RFP or RFQ documents from the BidNet system are guaranteed to receive addendum information, if such information is issued. If you obtain the document from a source other than the source indicated, it is recommended that you register on the Empire State Purchasing Group website, <http://www.bidnetdirect.com/new-york> and obtain an official copy.

ALL BID PROPOSALS MUST BE SUBMITTED ON BIDNET OR TO THE TOWN CLERK OFFICE AT 1100 SUNRISE BOULEVARD PRIOR TO

11:00 A.M., DECEMBER 2, 2024

All handling costs (mail, delivery services, printing etc.) shall be the responsibility of the bidder. The Town Board reserves the right to reject any and all bids or proposals or any specific part of any item of any bid.

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

DATED: November 13, 2024

BidNet: Please publish on November 15, 2024

Daily Gazette: Please publish on November 15, 2024

Town Clerk Post

SECTION 3. This resolution shall become effective November 13, 2024.

DATED: November 13, 2024

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

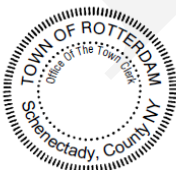
I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on November 13, 2024, and that the foregoing resolution is a true and correct transcript of the original 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 427.24

**REQUESTING BIDS FOR TOWN OF ROTTERDAM WATER DISTRICT NO. 5 LEAK
DETECTION SURVEY PHASES 3, 4, & 5**

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 call for bids for the Rotterdam Water District No. 5 Leak Detection Survey Phases 3, 4, & 5.

SECTION 2. The Town Clerk of the Town of Rotterdam shall cause the following public notice to be published in the official newspaper of the Town of Rotterdam, and the Supervisor of the Town of Rotterdam shall cause the following public notice be published to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) at least five (5) days before the date of reception of bid proposals:

**TOWN OF ROTTERDAM
NOTICE TO BIDDERS**

PLEASE TAKE NOTICE: That all bids received by the Town Board of the Town of Rotterdam, by Tuesday, the 3rd day of December 2024, at 2:00 P.M., will be opened electronically and in person at that time. The Town Board will subsequently post an official report to the Empire State Purchasing Group on BidNet (<http://www.bidnetdirect.com/townofrotterdam>) by the close of business the next day, of all bid submissions received pursuant to this notice. Additionally, the official bid report and all bids shall be available in the office of the town clerk for public inspection during regular business hours, for the purchase by the Town of Rotterdam of the following:

**TOWN OF ROTTERDAM WATER DISTRICT NO. 5 LEAK DETECTION SURVEY
PHASES 3, 4, & 5 (See Advertisement for Bid)**

Digital Copies of Specifications may be obtained from the Empire State Purchasing Group on BidNet at <http://www.bidnetdirect.com/townofrotterdam>. Copies of RFP documents obtained from any other source are not considered official copies. The Town of Rotterdam cannot guarantee the accuracy of any information not obtained from the BidNet Direct website and is not responsible for any errors contained by any information received from an alternate source. Only those vendors who obtain ITB, RFP or RFQ documents from the BidNet system are guaranteed to receive addendum information, if such information is issued. If you obtain the document from a source other than the source indicated, it is recommended that you register on the Empire State Purchasing Group website, <http://www.bidnetdirect.com/new-york> and obtain an official copy.

**ALL BID PROPOSALS MUST BE SUBMITTED ON BIDNET OR TO THE TOWN
CLERKS OFFICE AT 1100 SUNRISE BLVD. PRIOR TO
2:00 P.M., TUESDAY DECEMBER 3, 2024**

**ALL HANDLING COSTS (MAIL, DELIVERY SERVICES, PRINTING ETC.) SHALL
BE THE RESPONSIBILITY OF THE BIDDER**

The Town Board reserves the right to accept or reject any and all bids or proposals or any specific part of any item of any bid.

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

DATED: November 13, 2024

BidNet: Please publish on November 15, 2024

Daily Gazette: Please publish once on November 15, 2024

Town Clerk Post

SECTION 3. This resolution shall become effective November 13, 2024

DATED: November 13, 2024

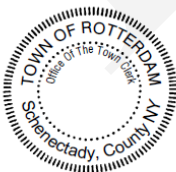
NAME	AYES	NOES	ABSTAIN
Dodson	X		
Mastroianni	X		
Gallucci	X		
Schlag	X		
Collins	X		

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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 428.24

REQUESTING BIDS FOR INSTALLATION OF NEW FENCING OFF KINGS ROAD

**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 call for bids for the Installation of new fencing on Martinalla Avenue (paper street) off Kings Road.

SECTION 2. The Town Clerk of the Town of Rotterdam shall cause the following public notice to be published in the official newspaper of the Town of Rotterdam, at least five (5) days before the date of reception of bid proposals:

**TOWN OF ROTTERDAM
NOTICE TO BIDDERS**

PLEASE TAKE NOTICE: That all bids received by the Town Board of the Town of Rotterdam, by Tuesday, the 3rd day of December 2024, at 11:00 A.M., will be opened in person at that time. Additionally, the official bid report and all bids shall be available in the office of the town clerk for public inspection during regular business hours, for the purchase by the Town of Rotterdam of the following:

**INSTALLATION OF NEW FENCING OFF KINGS ROAD
(See Advertisement for Bid)**

**ALL BID PROPOSALS MUST BE SUBMITTED TO THE TOWN CLERKS OFFICE AT
1100 SUNRISE BLVD. PRIOR TO 11:00 A.M., TUESDAY DECEMBER 3, 2024**

**ALL HANDLING COSTS (MAIL, DELIVERY SERVICES, PRINTING ETC.) SHALL
BE THE RESPONSIBILITY OF THE BIDDER**

The Town Board reserves the right to accept or reject any and all bids or proposals or any specific part of any item of any bid.

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

DATED: November 13, 2024

BidNet: Please publish on November 15, 2024

Daily Gazette: Please publish once on November 15, 2024

Town Clerk Post

SECTION 3. This resolution shall become effective November 13, 2024

DATED: November 13, 2024

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

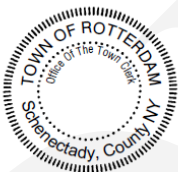
I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on November 13, 2024, and that the foregoing resolution is a true and correct transcript of the original 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 429.24

AUTHORIZE CHANGE ORDER NO. 1 WITH HMA CONTRACTING CORP FOR THE ROTTERDAM SENIOR CENTER LOT IMPROVEMENTS PROJECT

THEREFORE, UPON MOTION OF Councilmember **SCHLAG**, 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. 1 with HMA Contracting Inc., located at P.O. Box 151, Mechanicville, New York 12118, for the Rotterdam Senior Center Lot Improvements Project, in the amount of six thousand and 00/100 (\$6,000.00) dollars, for a new total contract amount not to exceed four hundred twenty-two thousand three hundred sixty-five and 95/100 (\$422,365.95) dollars.

SECTION 2. This resolution shall become effective November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 430.24

TO AUTHORIZE A FINAL RELEASE OF RETAINAGE TO EMPIRE ELECTRIC NY LLC

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

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 to Empire Electric NY LLC, located at P.O. Box 13082, Albany, NY 12212, for the Town Hall Renovations-Contract No. 3, in the total amount, not to exceed five thousand nine hundred seventeen and 04/100 (\$5,917.04) dollars.

SECTION 2. This resolution shall become effective November 13, 2024.

DATED: November 13, 2024

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

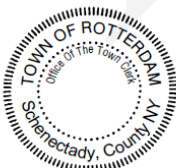
I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on November 13, 2024, and that the foregoing resolution is a true and correct transcript of the original 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 431.24

**CALL FOR A PUBLIC HEARING TO RECEIVE COMMENTS FROM THE PUBLIC
ON THE TOWN OF ROTTERDAM PROPOSED FIVE (5) YEAR PHA PLAN FOR THE
SECTION 8 HOUSING CHOICE VOUCHER PROGRAM**

WHEREAS, the Town of Rotterdam has operated a Section 8 Housing Choice Voucher Program funded by the U.S. Department of Housing and Urban Development; and

WHEREAS, the Town of Rotterdam is required by the U.S. Department of Housing and Urban Development to prepare and adopt a written PHA plan that establishes local policies for administration of the Section 8 Housing Choice Voucher Program in accordance with regulations of the U.S. Department of Housing and Urban Development which first requires a public hearing notice at least forty-five days prior to the date of the hearing; 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 authorizes the Town Clerk to publish in the official newspaper of the Town of Rotterdam not less than forty-five (45) days prior to the date designated for the public hearing provided for hereby the following notice:

**TOWN OF ROTTERDAM NOTICE OF HEARING
TOWN OF ROTTERDAM PROPOSED FIVE (5) YEAR PHA PLAN FOR THE
SECTION 8 HOUSING CHOICE VOUCHER PROGRAM
JANUARY 1, 2025**

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 1:00 p.m., on the 1st day of January, 2025, for the purpose of receiving comments from the public on the Town of Rotterdam's proposed Agency Plan for a Five (5) Year PHA plan for the Town of Rotterdam Section 8 Housing Choice Voucher Program.

Copies of the Five (5) Year PHA Plan and all supporting documentation are available for review by the public at either of the following locations:

Office of Town Clerk
John F. Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam, New York 12306

JEM Inc.
57 Philia Street
Saratoga Springs, New York 12866

Ph.: 518-355-7575



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

DATED: November 13, 2024**Daily Gazette:** Please publish once on November 15, 2024**Town Clerk****Post****SECTION 3.** This resolution shall become effective November 13, 2024.**DATED:** February 14, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 432.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH CUSACK AND COMPANY, CERTIFIED PUBLIC ACCOUNTANTS LLC FOR HUD AUDITING SERVICES

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 authorizes the Town Supervisor to negotiate and execute an agreement with Cusack & Company, Certified Public Accountants LLC, located at 7 Airport Park Boulevard, Latham, NY 12110, for auditing services of the Rotterdam Public Housing Agency, in the amount not to exceed seven thousand five hundred and 00/100 (\$7,500.00) dollars.

SECTION 2. This resolution shall become effective November 13, 2024.

DATED: November 13, 2024

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

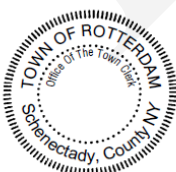
I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolution was approved by the Town Board Meeting of the Town of Rotterdam on November 13, 2024, and that the foregoing resolution is a true and correct transcript of the original 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 433.24

TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH CUSACK AND COMPANY, CERTIFIED PUBLIC ACCOUNTANTS LLC FOR FINANCIAL AUDITING SERVICES OF THE YEAR 2023

THEREFORE, UPON MOTION OF Councilmember **GALLUCCI**, 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 Supervisor to negotiate and execute an agreement with Cusack & Company, Certified Public Accountants LLC, located at 7 Airport Park Boulevard, Latham, NY 12110, for auditing services of the Towns financial statements, for the year ended December 31, 2023, in the amount not to exceed thirty-nine thousand and 00/100 (\$39,000.00) dollars.

SECTION 2. This resolution shall become effective November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 434.24

**TO ADOPT THE 2025 PRELIMINARY BUDGET AS THE ANNUAL BUDGET FOR
THE TOWN OF ROTTERDAM FOR THE FISCAL YEAR BEGINNING
JANUARY 1, 2025**

WHEREAS, the Town Board of the Town of Rotterdam accepted, by resolution, the 2025 Tentative Budget, with modifications, as the 2024 Preliminary Budget on October 23, 2024; and

WHEREAS, pursuant to New York State Town Law Section 108, the public hearing was held on November 6, 2024, where comments by the public both in favor and against the 2025 Preliminary Budget, as compiled, and both for and against specific items contained in that budget were heard by the Town Board; NOW

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

SECTION 1. The Town Board of the Town of Rotterdam hereby modifies the 2025 Preliminary Budget by including therein an as part thereof the estimated fund balances, together with a breakdown of such fund balance estimated for encumbrances, amounts appropriated for the ensuing fiscal year's budget, amounts reserved for stated purposes pursuant to law, including reserve funds established pursuant to the general municipal law, and the remaining estimated unappropriated unreserved fund balance for each fund.

SECTION 2. The Town Board of the Town of Rotterdam hereby adopts the 2025 Preliminary Budget, with the foregoing modification, as the Annual Budget for the Town of Rotterdam for the fiscal year beginning January 1, 2025.

SECTION 3. This resolution shall become effective November 13, 2024.

DATED: November 13, 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 November 13, 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 November 18, 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 John F. Kirvin Government Center, 1100 Sunrise Boulevard, Rotterdam, New York 12306 on Wednesday, November 13, 2024, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 435.24

TO SCHEDULE A SPECIAL MEETING OF THE TOWN BOARD

THEREFORE, UPON MOTION OF Councilmember GALLUCCI,
seconded by Councilmember SCHLAG,

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 Tuesday, November 26, 2024, at 7:00 p.m., at the John F. Kirvin Government Center, Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306 for the purpose of approving various health insurance contracts for fiscal year 2025, 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 two (2) 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 26th day of November, 2024 for the purpose of approving various health insurance contracts for fiscal year 2025, 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: November 13, 2024

Daily Gazette: Please publish once on or before November 15, 2024

Town Clerk: Post, Transmit to News Media, Provide Written Notice to Councilmembers

SECTION 3. This resolution shall become effective November 13, 2024

DATED: November 13, 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 November 13, 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 November 18, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk



RESOLUTION NO. 437.24**TO AUTHORIZE HEALTHCARE INSURANCE CONTRACTS FOR 2025****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 authorizes the Supervisor to execute healthcare insurance contracts with Capital District Physician Health Plan, Inc. (CDPHP), MVP Health Services Corp. (MVP), and Anthem for employee healthcare coverage in the year 2025.

SECTION 2. This resolution shall become effective November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 20, 2024

TO: Supervisor's Office

FROM: Comptroller's Office

TITLE OF REQUEST: Health Insurance Renewal

TOWN BOARD MEETING: November 26, 2024

Background Information: The Town offers health insurance coverage to all full-time employees and elected officials through CDPHP, MVP, and Anthem on a calendar year term.

Evaluation/Analysis: Health insurance coverage will expire on December 31, 2024 unless a signed renew agreement is provided to the various health insurance providers.

Recommendation(s): Authorization for the Town Supervisor to sign a renewal agreement with the various health insurance providers.

Attachment/Document(s): Health insurance renewal rate sheet.

Compliance with Purchasing Policy: N/A

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

LEGISLATION WILL BE PREPARED BY: Supervisor's Office



Employer Group Size Attestation

Capital District Physicians' Health Plan, Inc. and CDPHP Universal Benefits,[®] Inc. (collectively referred to as CDPHP[®]) requires groups to attest to the following items: their group size and availability of essential pediatric dental coverage. Your prompt completion and return of this form to CDPHP, Attn: Group Services Unit, 500 Patroon Creek Blvd., Albany, New York, 12206-0157 is greatly appreciated.

NOTE TO LARGE GROUPS: You must complete, sign, and date the CDPHP Employer Group Size Attestation (#1 below.)

Group name: Town of Rotterdam

Federal tax ID #(s): 146002410

Group number: 10008427

Group effective/renewal date: 1/1/2025

Broker name (if applicable): Marshall & Sterling Inc

1. CDPHP Employer Group Size Attestation—For Small and Large Groups

Under New York law and the Affordable Care Act (ACA), the definition of “small group” is 1–100 full-time equivalent (FTE) employees. To assist you in calculating how many FTEs you have, go to www.dfs.ny.gov and enter “small group expansion” into the search box.

CDPHP is requesting that you attest to the size of your group in order to ensure that it is classified and rated accurately. By completing this form, the group hereby attests to the following: (Please check one)

- ☒ Large Group, as defined by New York law and the ACA (more than 100 FTEs in the prior calendar year)
- ☐ Small Group, as defined by New York law and the ACA (1–100 FTEs in the prior calendar year)

Pursuant to 29 C.F.R. 2510.2-3(b), an “employee benefit plan” does not exist if no “employees” are covered by the plan. Pursuant to 29 C.F.R. 2510.3-1 and 29 C.F.R. 2590.732(d) an “employee” does not include the sole owner of a business or a spouse of the business owner.

- ☐ Grandfathered group (as defined under the ACA), and the new definitions of large groups and small groups do not apply.

The group further attests that:

- It has calculated the number of employees using the guidelines set forth by New York and the ACA;
- It has accurately reported this number to CDPHP for purposes of underwriting insurance coverage for this group;
- It understands that CDPHP is relying on the group's disclosure of this information for accuracy and proper classification as large group or small group;
- It understands that it must comply with New York law and the ACA, and other laws to the extent applicable, and that the group's failure to comply with these laws on their effective dates could result in serious penalties being imposed on the group, and/or CDPHP, in addition to litigation, complaints, and other actions being brought against the group, and/or CDPHP

CDPHP reserves the right to audit a group's records related to their attestation that they are a large group or a small group. CDPHP shall give the group 10 days' notice of their intent to audit the group, and CDPHP shall be responsible for any and all reasonable costs associated with this audit.

1A. Total Employee Count—CMS Primary/Secondary Payer Calculation

Please provide the total number of part-time and full-time employees over the prior calendar year*:

140

**Total number of employed individuals, not total number of people covered under the plan. Visit CMS.gov for more information.*

2. Controlled Group or Affiliated Service Group Attestation—For Small and Large Groups

By completing this section, the group hereby attests that they are a Controlled Group or an Affiliated Service (Please check one)

☐ **Controlled Groups (IRS Code sections 414(b) and (c))**

Group size under a Controlled Group is determined based upon the total FTEs for all entities. In order to combine separate groups into one employer group for group insurance purposes, CDPHP will require documentation that 80% of each entity is owned by the same person or set of people.

Please check if any of the conditions apply:

- ☐ Multiple tax identification numbers are listed above.
- ☐ This/These groups are owned by another entity.
- ☐ This group owns another entity.
- ☐ This group is one of multiple groups that are owned by the same entity/entities.

If any of the above conditions apply, tax documentation certifying at least 80% common ownership must be submitted. Acceptable tax forms are: (1) IRS Form 851 (Affiliations Schedule) with the names of all entities OR (2) Schedule K-1 (Form 1065).

Please list the names of all members of the controlled group:

☐ **Affiliated Service Group (IRS Code section 414(m)).**

Please indicate what documentation you are supplying to verify the group's status as an Affiliated Service Group and include noted documentation with your submission of this form:

(Include additional sheets if necessary)

Please list the names of all organizations that are part of the affiliated service group:

3. Essential Pediatric Dental Coverage Group Attestation—For Small Groups Only

- ☐ **Small Group (1–100 employees) (*complete section 3 below*)**
- ☐ **Large Group (100+ employees) (*essential pediatric dental coverage is not required*)**

In an effort to make health care more accessible, the Affordable Care Act (ACA) requires that all small group health plans provide coverage for a range of core services known as Essential Health Benefits (EHBs), one of which is pediatric dental care. This form may be submitted to membership@cdphp.com.

Enrollment and Billing

CDPHP is helping to ensure our members with small group health plans have this essential coverage. If you select a Delta Dental group plan through CDPHP, we will enroll your employees and their covered dependents in the Delta Dental Pediatric Dental Plan. You will be billed for all enrolled individuals (subscribers and dependents).

Optional Attestation

If you are providing your employees the essential pediatric dental coverage from another plan not offered by CDPHP, you have the option to opt out from the Delta Dental Pediatric Dental Plan through CDPHP on behalf of your employees. By signing below, you are attesting that you are already meeting the essential pediatric dental coverage requirements through another plan, and you are disenrolling your employees from the CDPHP pediatric dental coverage through Delta Dental.

Group name: _____

CDPHP group ID#: _____

Name of company issuing the standalone dental coverage: _____

Effective date of the standalone dental plan: _____

Agreement

I certify that I, as an authorized designee of the above-named employer group, have obtained standalone dental coverage that provides a pediatric dental essential health benefit to my employees and their dependents through a NY State of Health™-certified standalone dental plan offered outside NY State of Health.

I hereby represent that all information furnished by me hereon is true and complete to the best of my knowledge. Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance or statement of claim containing any materially false information, or conceals for the purpose of misleading, information concerning any fact material thereto, commits a fraudulent insurance act, which is a crime, and shall also be subject to a civil penalty not to exceed \$5,000 and the stated value of the claim for such violation.

Print Name: _____

Signature: _____ **Date:** _____



Capital District Physicians' Health Plan, Inc.
Town of Rotterdam (10008427)
HMO Large Group
01/01/2025 Renewal Date
3 Tier Rates

Albany

PBA

Active Benefits & Rates		Individual	Two-Person	N/A	Family
HM3Z25	\$0/\$0 INN DED, \$25/\$40 O/S COPAY, \$500 INN HOSP, \$75 OUT SURG, \$100 ER, \$100 AMB, 50% DME, \$0/\$0 OOP MAX	\$ 955.72	\$ 2,007.01	\$ 0.00	\$ 2,484.87
HMRXL90Z25	\$5/\$20/\$40	\$ 217.68	\$ 457.13	\$ 0.00	\$ 565.97
HMELGLTERM25	Change Eligibility Date Rider	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
HMELGL1225	Domestic Partner - Same or Opposite Sex	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
HMDMECPAP25/HMDMEL225	CPAP Supplies Covered in full./Change DME, Prosthetics, Medical Supplies, Cochlear Implants Coinsurance to 20%	\$ 2.56	\$ 5.37	\$ 0.00	\$ 6.66
HMUNNL125	Union Benefits Rider - Medical	\$ 3.39	\$ 7.12	\$ 0.00	\$ 8.81
HPPACAGF25	Healthcare Reform Mandatory Rider (Grandfathered with Preventive Care)	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
HMVSNL225	Routine Eye Exam Every 24 Months Commencing on the Group Effective Date	\$ 3.66	\$ 7.69	\$ 0.00	\$ 9.52
HMELGLMC25/HMLABL25	Medicare Split Family (Subscriber moves to any Medicare plan)/Rider to Cover Lab Services in Full	\$ 0.54	\$ 1.13	\$ 0.00	\$ 1.40
Renewal Rates		\$ 1,183.55	\$ 2,485.45		\$ 3,077.23

Current Rates	\$ 1,046.02	\$ 2,196.65	\$ 0.00	\$ 2,719.65
% Change	13.1%	13.1%	0.0%	13.1%
Current Enrollment	10	6	0	33

Underwriting Predications:

This plan is quoted as part of a classed out dual option (Plans HM3Z25 and HDHM1L25).

Rates filed with NYSDFS as of August 30, 2024

TM (0029670-02 | Proposal 2)

Cheryl Rotondi

Marshall & Sterling Inc

11/05/2024



Capital District Physicians' Health Plan, Inc.
Town of Rotterdam (10008427)
HMO Large Group
01/01/2025 Renewal Date
3 Tier Rates

Albany

Post Plan Union

Active Benefits & Rates		Individual	Two-Person	N/A	Family
HDHM1L25	\$1500/\$3000 INN DED, \$30/\$50 O/S COPAY, \$500 INN HOSP, \$200 OUT SURG, \$100 ER, \$100 AMB, 50% DME, \$5000/\$10000 OOP MAX, \$10/\$30/\$50	\$ 888.61	\$ 1,866.08	\$ 0.00	\$ 2,310.39
HMELGLTERM25	Change Eligibility Date Rider	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
HMELGL1225	Domestic Partner - Same or Opposite Sex	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00
HDHMECPAP25/HDHMDMEL225	CPAP Supplies Covered in full. (Deductible applies)/Change DME, Prosthetics, Medical Supplies, Cochlear Implants Coinsurance to 20%	\$ 1.50	\$ 3.15	\$ 0.00	\$ 3.90
HDHMUNNL125	Union Benefits Rider - Medical	\$ 2.72	\$ 5.71	\$ 0.00	\$ 7.07
HDHMVSNL125	Routine Eye Exam Once per Plan Year Subject to Specialist Cost-Share	\$ 1.64	\$ 3.44	\$ 0.00	\$ 4.26
HDHMLABL25/HMELGLMC25	Rider to Cover Lab Services in Full/Medicare Split Family (Subscriber moves to any Medicare plan)	\$ 0.33	\$ 0.69	\$ 0.00	\$ 0.86
Renewal Rates		\$ 894.80	\$ 1,879.07		\$ 2,326.48

Current Rates	\$ 1,021.91	\$ 2,117.03	\$ 0.00	\$ 2,656.97
% Change	-12.4%	-11.2%	0.0%	-12.4%
Current Enrollment	43	9	0	18

Underwriting Predications:

This plan is quoted as part of a classed out dual option (Plans HM3Z25 and HDHM1L25).

Rates filed with NYSDFS as of August 30, 2024

TM (0029670-02 | Proposal 2)

Cheryl Rotondi

Marshall & Sterling Inc

11/05/2024

Grandfather Status Certification

“The Patient Protection and Affordable Care Act” (ACA), as amended, allows employers (fully insured and self-funded) to choose not to comply with some ACA requirements if they meet two conditions: (1) the employer health plan had enrollment on March 23, 2010, and (2) the employer does not change the health plan in a material way (e.g., decrease in benefits, increase the employee premium contribution percentage and other changes that shift costs to employees). These plans are commonly called grandfathered health plans.

Please complete the checklist below and certify whether your plan, based on the benefit changes from your current plan year to your next plan year, meets the definition of a grandfathered plan. If the plan meets all the requirements listed below, plans should certify that this option is considered grandfathered under ACA. This step should be completed for each plan option.

If your plan is considered grandfathered, your plan must comply with certain notification and records retention requirements. Specifically, a statement must be included on all plan materials provided to enrollees indicating that the plan is grandfathered, and you must maintain records documenting the terms of the plan that were in effect on March 23, 2010.

If you have questions regarding the use of this form please contact your MVP account representative.

This document is not intended as legal or compliance advice. Please consult with a qualified professional for specific guidance on how grandfathering might apply to your health plan.

Grandfather Status Certification

Employer Group Name:

Plan Option:

Renewal Date:

Category	Requirement	Plan (Yes or No)
Benefits	Plan has not eliminated all or substantially all benefits to diagnose or treat a particular condition.	
Coinsurance	Plan has not made any increase in member paid coinsurance.	
Deductibles or out-of-pocket limits	Plan has not increased deductibles or out-of-pocket limits more than medical inflation* plus 15 percentage points.	
Copayment	Plan has not increased copayments more than the greater of: 1) \$5 increased by medical inflation* (that is, \$5 times medical inflation plus \$5) or 2) medical inflation plus 15 percentage points (by expressing copayment as a percentage).	
Annual Limits	Plan has not imposed any new overall annual limits on the dollar value of all benefits.	
Employer Contribution	Plan has not decreased the employer contribution rate by more than 5 percentage points below the contribution rate for the coverage period that includes March 23, 2010.	

* Medical Inflation means the increase since March 2010 in the overall medical care component of the Consumer Price Index for All Urban Consumers (CPI-U) (unadjusted). Increase is computed by subtracting 387.142 (CPI-U for March 2010) from the indexed amount for any months before the new change is to take effect. (Less than 1% for information available to date.)

Based on the above checklist, please complete the below certification and return to your MVP account representative prior to your next renewal.

I certify that this plan option meets the requirements of the Patient Protection and Affordable Care Act as a Grandfathered plan

Signature of authorized contracting official:

Name

Date

Title

I certify that this plan option is not a grandfathered plan and therefore meets the requirements of the Patient Protection and Affordable Care Act for non-grandfathered plans.

Signature of authorized contracting official:

Name

Date

Title

MVP Health Care
NEW YORK GROUP RATE QUOTE
Stand Alone Offerings



Customer Name: TOWN OF ROTTERDAM
Group Number: 213635
Contract Period: 1/1/2025 - 12/31/2025

These rates are Guaranteed provided all contingencies are met and products are approved as filed

Sold
Option 3

Rating Region	Associated Sub Group(s)
Ex1	0001
Product Base Plan	HMOGF COC2540LPGFD
	Quoted Rates
Single	\$1,062.56
Double	\$2,443.90
Family	\$2,603.28

Benefit Summary

Product Base Plan	COC2540LPGFD
In Network:	
PCP/SPC OV:	\$25/\$40
Deductible:	N/A
Coinsurance: Out of	N/A
Pocket Max:	N/A
Inpatient:	\$250
Emergency:	\$100
Outpatient Surg:	\$75
Pharmacy:	\$5/\$20/\$40
Additional:	Exclusion of Prev Dental Rx Removes MAC pricing Mail Order Rx 2.5x to 2.0x \$5/\$20/\$40

Quote Contingencies

NY Large Group Location Attestation Form Required
Employer Group Size Attestation may be required annually to verify Large group status prior to renewal implementation MVP reserves the right to adjust rates due to changes in federal or state benefit mandates or tax policies.
All of the benefits noted above are a summary. Please see the plans benefit document for full details.
Subject to Home Office Approval.

- Rider Codes: Option 3 RX-RX502LGFD MED500LGFB Rx-RX550LGFB RX-RX551LGF RX-RX502LGFD
- Rider Codes: Option

Marketing Representative: **Date:**

Group Representative/Broker: **Date:**



Town of Rotterdam
Featured Plans and Rates - MAPD

Effective: January 01, 2025 through December 31, 2025

Medical Plan	Custom Medicare Advantage PPO 10PL
Pharmacy Plan	Custom \$0/\$15/\$30 E3 ECDMLP
Members	114
Medical and Pharmacy Total: (monthly billed PMPM Rate)	\$312.25
Total monthly premium	\$35,597
Total annual premium	\$427,158

The quoted rates are subject to the attached Assumptions and Conditions.

Plan(s) Selected: _____
Authorized Signature: _____
Title: _____
Date: _____

Town of Rotterdam Assumptions & Conditions Effective 01/01/2025 through 12/31/2025

Rates, rate guarantees, and benefits may need to be revised based on legislative, regulatory or other changes including, but not limited to, CMS guidance which becomes effective during the quoted product years. This includes additional CMS guidance in the Part D plan as part of the Inflation Reduction Act (IRA), and also includes the CMS annual notice of Capitation Rates and Payment Policies which may contribute to benchmark changes, risk score actions, or changes in payment methodologies.

Plan parameters and formularies are approved by CMS on an annual basis and can change in January each year. All Part D plan changes, such as deductibles, copays, Part D and non-Part D drug coverage, may only be implemented on the group's original effective date and in January of each year thereafter.

Quote assumes Group will pay, on behalf of its members, any Late Enrollment Penalties (LEP) for applicable members. Should Group request Anthem to provide LEP billing directly to members, a premium adjustment may apply.

Participants have Medicare Parts A and B.

Eligibility for coverage for subscribers or their dependents is based on the subscriber meeting their group's requirements for coverage of retiree medical benefits.

Contracted rates are on a Per-Member-Per-Month (PMPM) basis. Each individual will receive the same equal rate; a two member contract would receive twice the rate; a three member contract would receive triple the rate.

The group will contribute 50% towards the premium. If the contribution strategy does change, Anthem must be notified and reserves the right to re-evaluate its underwriting position. If more than one plan is offered to members, then Town of Rotterdam shall offer Anthem plan coverage to all eligible Members at terms and contribution levels that are no less favorable than those applicable to any other health coverage available through Town of Rotterdam.

Rates and rate guarantees assume the group/fund membership will not vary more than 10% from the quoted membership of 114 Medicare members.

Broker Commissions are included at \$12.50 PMPM.

This quote assumes Anthem will be the exclusive post-65 retiree offering. Furthermore, the quote assumes that Anthem will offer a single plan design. Any additional plan selections will be subject to underwriting consideration.

The group's eligibility policy does not allow for retirees to enroll in a group sponsored medical plan if the retiree has previously declined coverage.

This quote is contingent upon the majority of the enrolled membership residing in an adequate network service area. The service area and plan design are subject to CMS approval.

Additional communications beyond those mandated by CMS or operationally required, such as printed home mailers, may be subject to additional marketing communication expenses for development, fulfillment, and/or mailing.

This quote assumes co-branding (plan sponsor name and/ or logo is allowed on member materials including Medicare Advantage plan quality and health programs).

Medical and prescription drug plans must be sold as a package.

RESOLUTION NO. 438.24**TO ENACT LOCAL LAW NO. 22 OF 2024; TO ESTABLISH A SIX (6) MONTH EXTENSION TO LOCAL LAW 8 OF 2023 AND LOCAL LAW 5 OF 2024 WHICH ESTABLISHED A SIX (6) MONTH MORATORIUM PROHIBITING BATTERY ENERGY STORAGE SYSTEM INSTALLATIONS WITHIN THE TOWN OF ROTTERDAM**

WHEREAS, the Town of Rotterdam has tasked the Energy Advisory Committee to review, amend, and make recommendations to the Town Battery Energy Storage System code and local laws regulating the same; and

WHEREAS, the Energy Advisory Committee has focused primarily on reviewing, amending, and making recommendations regarding Solar Energy Installations, and

WHEREAS, upon the recommendation of the Energy Advisory Committee, and as the Town of Rotterdam is committed to protecting the health, safety, and well-being of its residents and First Responders through responsible siting, pre-incident planning and education, continuing education and training, adequate protection and equipment, and the implementation of best practices to reduce potential hazards; and

WHEREAS, a public hearing was held on October 9, 2024 at the John F. Kirvin Government Center, Town Hall, 100 Sunrise Boulevard, Rotterdam, New York 12306 at 7:00 PM for the following purpose: For the enactment of Introductory Local Law No. 22 of 2024 relating to an establishing an amendment and six (6) month extension of Local Law No. 8 2023 and local law 5 of 2024 which established a moratorium on Battery Energy Storage Systems; **NOW**

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. 22 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 November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 19, 2024

TO: Mollie Collins, Town Supervisor

FROM: Courtney Heinel, Attorney for the Town

TITLE OF REQUEST: Establish an amendment to Local Law No. 8 of 2023 and Local Law No. 5 of 2024 to prohibit the creation or siting of large-scale battery energy storage system installations within the Town for a period of up to six (6) months, pending the review and implementations of the recommendations of the NYS Fire Safety Working Group.

TOWN BOARD MEETING: November 26, 2024

Background Information: See attached proposed Resolution

Evaluation/Analysis: See attached proposed Resolution

Recommendation(s): See attached proposed Resolution

Attachment/Document(s): Proposed Resolution

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): Extends Battery Energy Storage System Moratorium

LEGISLATION WILL BE PREPARED BY: Supervisor's Office/Town Attorney, Proposed Resolution is attached

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. 22 of the year 20²⁴

A local law To establish a six (6) month extension to Local Law 8 of 2023 and Local Law 5 of 2024

(Insert Title)

which established a six (6) month moratorium prohibiting battery energy storage system

installations within the Town of Rotterdam

Be it enacted by the _____ 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. 22 of 2024 of the ~~(County)(City)(Town)(Village)~~ of Rotterdam was duly passed by the Town Board on November 26 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 with 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 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

Date: _____

(Seal)

STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001
[HTTPS://DOS.NY.GOV](https://dos.ny.gov)

KATHY HOCHUL
GOVERNOR

ROBERT J. RODRIGUEZ
SECRETARY OF STATE

September 29, 2023

Diane M Marco
Rotterdam Town Clerk
John F Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam NY 12306

RE: Town of Rotterdam, Local Law 8 2023, filed on September 21 2023

Dear Sir/Madam:

The above referenced material was filed by this office as indicated. Additional local law filing forms can be obtained from our website, www.dos.ny.gov.

Sincerely,
State Records and Law Bureau
(518) 473-2492

RECEIVED
OCT 16 2023
Town of Rotterdam
TOWN CLERK'S OFFICE



Department
of State

§ DL-1	DISPOSITION LIST				§ DL-1
Local Law No.	Adoption Date	Subject	Disposition	Supp. No.	
6-2021	9-8-2021	Records, Public Access to Amendment	Ch. 225	58	
7-2021	10-13-2021	Zoning Map Amendment	NCM	58	
1-2022	2-23-2022	Moratorium	NCM	59	
2-2022	2-23-2022	Residency Requirements Amendment	Ch. 60	59	
3-2022	2-23-2022	Vehicles and Traffic Amendment	Ch. 266	59	
4-2022	2-23-2022	Vehicles and Traffic Amendment	Ch. 266	59	
5-2022	3-23-2022	Vehicles and Traffic Amendment	Ch. 266	59	
6-2022	9-14-2022	Noise Amendment	Ch. 188	60	
7-2022	10-26-2022	Vehicles and Traffic Amendment	Ch. 266	60	
8-2022	11-9-2022	Zoning Amendment	Ch. 270	60	
9-2022	12-14-2022	Moratorium on Solar Farms and Solar Power Plants	NCM	60	
1-2023	12-27-2022	Zoning Amendment	Ch. 270	61	
2-2023	1-12-2023	Residency Requirements Amendment	Ch. 60	61	
3-2023	2-22-2023	Building Code Administration and Code Enforcement Program	Ch. 89	61	
4-2023	3-8-2023	Taxation Amendment	Ch. 255	61	
5-2023	5-24-2023	Zoning Amendment	Ch. 270	61	
6-2023	5-24-2023	Water Amendment	Ch. 267	61	
7-2023	8-9-2023	Hawking, Peddling and Soliciting Amendment	Ch. 150	62	
8-2023	9-13-2023	Moratorium	NCM	62	
9-2023	9-13-2023	Moratorium	NCM	62	
10-2023	9-13-2023	Vehicles and Traffic Amendment	Ch. 266	62	

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, September 13, 2023, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 267.23

TO ENACT INTRODUCTORY LOCAL LAW NO. 8 OF 2023; ESTABLISH A SIX (6) MONTH MORATORIUM PROHIBITING BATTERY ENERGY STORAGE SYSTEM INSTALLATIONS

THEREFORE, UPON MOTION OF Councilmember MASTROIANNI, seconded by Councilmember CHRISTOU,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 8 of 2023.

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 September 13, 2023.

DATED: September 13, 2023

NAME	AYES	NOES	ABSTAIN
Christou	X		
Miller-Herrera (Absent)			
Dodson	X		
Mastroianni	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolutions were approved by the Town Board of the Town of Rotterdam on September 13, 2023 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 September 15, 2023.

Diane M. Marco

Diane M. Marco, Town Clerk



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 20²³

A local law enacting a six month battery energy storage system moratorium in the Town of Rotterdam
 (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. 8 of 2023 of the (County)(City)(Town)(Village) of Rotterdam was duly passed by the Town Board on September 13 2023, 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 with 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 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.)

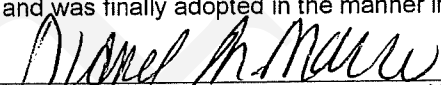
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified 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

Date: 9-18-2023

(Seal)

LOCAL LAW ESTABLISHING A TEMPORARY LAND USE MORATORIUM PROHIBITING BATTERY ENERGY STORAGE SYSTEM INSTALLATIONS WITHIN THE TOWN OF ROTTERDAM.

Be it enacted by the Town Board of the Town of Rotterdam as follows:

SECTION 1. TITLE

This Local Law shall be known as the "Moratorium and Prohibition of Battery Energy Storage System Installations within the Town of Rotterdam."

SECTION 2. STATUTORY AUTHORITY PURPOSE AND INTENT.

This Local Law is intended to be consistent with and is adopted pursuant to the authority granted to the Town Board of the Town of Rotterdam under the New York State Constitution, and the Laws of the State of New York including but not limited to the following authorities: New York State Constitution Article IX, Section 2 (c) (ii)(6)m (10)l Municipal Home Rule Law § 10(2); Municipal Home Rule Law §10(3); Municipal Home Rule Law §10(4)(a), and (b) and (15); Town Law §135; Town Law Article 16 (Zoning & Planning) inclusive; Environmental Conservation Law §3-0301 (1)(b), 3-0301(2)(m) and 8-0113 and 6 NYCRR Part 61, also known as the State Environmental Quality Review Act as it pertains to applications that are neither excluded nor exempt from this local law.

This Local Law is land use regulation. This Local Law is intended and is hereby declared to address matters of local concern, and it is declared that it is not the intention of the Town to address matters of statewide concern. This Local Law is intended to act as and is hereby declared to exercise the permissive "incidental control" of a zoning law and land use law that is concerned with the broad area of land use planning and the physical use of land and property within the Town, including the physical externalities associated with certain land uses, such as potential negative impacts of such uses on a community.

This Local Law shall supersede and suspend those provisions of the Code of the Town of Rotterdam and New York state law which require the Planning Board and/or the Town Code Enforcement officer to accept, process, and approve land use applications within certain statutory time periods.

This Local Law is intended to temporarily prohibit the creation or siting of battery energy storage system installations (as herein later defined) within the Town of Rotterdam for a period of up to six (6) months, pending the development and adoption of local laws and/or ordinances designed to regulate and govern such installations.

The Town Board recognizes and acknowledges that the Town needs to study and analyze many considerations that affect the preparation of local legislation to regulate the future creation and siting of battery energy storage system installations. The Town Board has formally requested the Building and Zoning Department and the Planning Board and the Energy Committee of the Town of Rotterdam to identify and review local laws from other jurisdictions, and related information and source materials, in order to assist in developing the parameters of a local law to regulate battery energy storage system installations. The Town Board has directed the Town Attorney to assist in this endeavor.

The Town Board also recognized the need to review and examine its existing ordinance, local laws and Zoning Code provisions insofar as they may be affected by adoption of such local law(s) regulating the creation and/or siting of battery energy storage system installations. It is deemed necessary to enact this moratorium in order to permit the Town adequate time in which to draft suitable legislation for this

purpose. During the term of the moratorium the Town of Rotterdam shall work to prepare and eventually adopt new land use regulations to incorporate into the Town's existing Zoning Code.

Currently, there is one pending applications for the location, development or site plan approval of battery energy storage system installation. The BlueWave Battery Site application has made significant progress through the planning process for the proposed Battery Storage Facility located at 635 Mariaville Road in the Town of Rotterdam. That application shall be exempt from this Moratorium.

During the pendency of the moratorium, the Town Board will consider how best to permit such installations so as to harmoniously integrate such installations with the existing agricultural community and landscape and to mitigate potential undesirable environmental impacts that may be associated with such use. At present, the Zoning Code of the Town of Rotterdam may not adequately regulate such land use. If the community allows such development during that time the goals of the Town could be undermined or damaged. Moratoria are useful in controlling or temporarily inhibiting development until satisfactory final regulations are adopted.

For these reasons, the Town Board finds that temporary moratorium legislation is both advisable and necessary for a reasonable and defined period of time in order to develop and adopt necessary zoning and land use changes to the Zoning Code of the Town of Rotterdam, thus protecting and furthering the public interest, health and safety.

SECTION 3. DEFINITIONS.

For purposes of this Local Law, the following terms shall have the meanings respectively set forth below:

Battery Energy Storage System Installation(s) – Any installation of a rechargeable energy storage system, consisting of electrochemical storage batteries or similar technology, battery charges, controls, power condition systems, inverters, transformers, switchgears and associated electrical equipment designed to store electoral power received from a generating or transmission source and periodically discharging power from the battery energy storage system into the power grid. Systems typically used to provide standby or emergency power and/or an uninterruptable power supply, load shedding, load sharing, or similar capabilities relating to the energy consumed by a residence, farm operation or business on site shall not be considered a "Battery Energy Storage System Installation" for purposes of the Moratorium.

SECTION 4. TEMPORARY MORATORIUM and PROHIBITION.

A. Unless permitted pursuant to Section 5 hereafter, from and after the date of this Local Law, no application for a permit, zoning permit, special permit, zoning variance, building permit, operating permit, site plan approval, subdivision approval, certificate of occupancy, certificate of compliance, temporary certificate, or other Town-level approval of any nature shall be accepted, processed, entertained, approved, approved conditionally, or issued by any board, employee, official or agent of the Town of Rotterdam, for the construction establishment or use or operation of any land, body of water, building, or other structure located within the Town of Rotterdam, for any Battery Energy Storage System Installation, as defined above, except for the projects specifically exempted by this moratorium.

B. Unless permitted pursuant to Section 5 hereafter, from the after the date of this Local Law, no person, entity or business shall use, cause, or permit to be used, any land, body of water, building, or other

structure located within the Town of Rotterdam for any Battery Energy Storage System Installation, as defined above.

C. The prohibitions set forth above in Clauses A. and B. of this Section 4. Are not intended, and shall not be construed, to prevent or prohibit the use and development of battery energy storage systems that are typically used to provide standby or emergency power and/or an uninterruptable power supply, load shedding, load sharing, or similar capabilities and that are for personal or individual use on or about any residence or place of business, or any farm operation.

D. This moratorium and prohibition shall be in effect beginning on the effective date of this Local Law and shall expire on the earlier of (i) that date which is six (6) months after said effective date; or (ii) the effective date of a Town Board resolution affirmatively stating the Town Board has determined that the need for this moratorium and prohibition no longer exists.

E. This moratorium and prohibition shall apply to all real property within the Town of Rotterdam, and all land use applications for the siting or creation of Battery Energy Storage System Installation within the Town of Rotterdam.

F. Under no circumstances shall the failure of the Town Board of the Town of Rotterdam, the Zoning Board of Appeals of the Town of Rotterdam, the Planning Board of the Town of Rotterdam, or the Code Enforcement Officer for the Town of Rotterdam to take any action upon any application for a permit, zoning permit, special permit, zoning variance, building permit, operating permit, site plan approval, subdivision approval, certificate of occupancy, certificate of compliance, temporary certificate, or any other Town level approval related to Battery Energy Storage System Installation constitute an approval by default or an approval by virtue of expiration of time to respond to such application.

SECTION 5. HARDSHIP VARIANCE RELIEF FROM APPLICABILITY OF MORATORIUM.

Applications for land use otherwise subject to this moratorium may be exempted from the provisions of this Local Law following a noticed public hearing before the Town Board. It is specifically intended that this moratorium shall supersede New York State law which would otherwise confer exclusive variance authority to the Zoning Board of Appeals. Following a written request for hardship variance relief, within sixty (60) days of receipt of such request, a noticed public hearing shall be held, at which hearing the Town Board may, but is not limited to consider:

A. The proximity of applicant's premises or the subject of applicant's request for relief to natural resources, including but not limited to prime agricultural soils, wetland areas, conservation districts and other areas of environmental concern.

B. The impact of the proposed application on the applicant's premises and upon the surrounding area.

C. Compatibility of the proposed application with the existing land use and character of the area in general proximity to the subject of the application, and its effect upon aesthetic resources of the community.

D. Compatibility of the proposed application with the recommendations of any administrative body charged with such review by the Town of Rotterdam.

E. The written opinion of the Town of Rotterdam Planning Board and the Town of Rotterdam Code Enforcement Officer that such application may be jeopardized or made impractical by waiting until the moratorium is expired.

F. Evidence specifying in detail the nature and level of any alleged hardship imposed on the property owner(s) as result of this moratorium.

G. Such other considerations and issues as may be raised by the Town Board.

In making a determination concerning a proposed exemption or grant of relief from application of the moratorium, the Town Board may obtain and consider reports and information from any source it deems to be helpful with review of said application. A grant of relief from application of the moratorium shall include a determination of unreasonable hardship upon the property owner (or if there are multiple property owners, a determination that each such owner shall suffer an unreasonable hardship) which is unique to the property owner(s), a finding that there are sufficient existing regulations to adequately govern the application for which a hardship waiver is being requested, and a finding that the grant or an exemption will be in harmony with, and will be consistent with an existing Town of Rotterdam Zoning Ordinance and the recommendation of the Comprehensive Plan as such may exist.

An application for relief from the prohibitions of the moratorium shall be accompanied by fee a \$500, together with the applicant's written undertaking in a form to be approved by the Attorney for the Town, to pay all of the expenses of the Town Board and any agent or consultant retained by the Town Board to evaluate and consider the merits of such application, including but not limited to any fees incurred by the Town of services provided by the Attorney of the Town.

SECTION 6. PENALTIES.

A. Failure to comply with any of the provisions of this Local Law shall be an unclassified misdemeanor as contemplated by Article 10 and Section 80.05 of the New York State Penal Law, and, upon conviction thereof, shall be punishable by a fine of not more than One Thousand Five Hundred Dollars (\$1,500) or imprisonment for not more than 10 days, or both for the first offense. Any subsequent offense within a three-month period shall be punishable by a fine of not more than Two Thousand Five Hundred Dollars (\$2,500) or imprisonment for a period of not more than 30 days, or both. For purposes of this Clause:

A. each day that a violation of this Local Law exists shall constitute a separate and distinct offense.

B. Compliance with this Local Law may also be compelled and violations restrained by order or by injection of a court of competent jurisdiction, in an action brought on behalf of the Town by the Town Board.

C. In the event the Town is required to take legal action to enforce this Local Law, the violator will be responsible for any and all costs incurred by the Town relative thereto, including attorney's fees, and such amount shall be determined and assessed by the court. If such expense is not paid in full within 30 days from the date it is determined and assessed by the Court, such expense shall be charged to the property(ies) within the Town on which the violation occurred, by including such expense in the next

annual Town tax levy against such property, and such expense shall be lien upon such property until paid.

SECTION 7. CONFLICTS.

For and during the stated term of this legislation, unless the stated term thereof shall be modified or abridged by the Town Board, this moratorium shall take precedence over and shall control over any contradictory local law, ordinance, regulation for Zoning Ordinance provision.

SECTION 8. SEVERABILITY.

If any word, phrase, sentence, part, section, subsection, or other portion of this Local Law, or the application thereof to any person or to any circumstance, is adjudged or declared invalid or unenforceable by a court or other tribunal of competent jurisdiction, then, and in such event, such judgement or declaration shall be continued in its interpretation and operation only to the provision of this Local Law that is directly involved in the controversy in which such judgment or declaration is rendered, and such judgement or declaration of invalidity or unenforceability shall not affect or impair the validity or enforceability of the remainder of this Local Law or the application hereof to any other persons or circumstances. If necessary, as to such person or circumstances such invalid or unenforceable provision shall be and be deemed severed here from, and the Town Board of the Town hereby declares that it would have enacted this Local Law, or the remainder thereof, even if, as to provisions and persons or circumstances, a portion hereof is severed or declared invalid or unenforceable.

SECTION 9. EFFECTIVE DATE.

The effective date of this Local Law shall be immediately upon its filing with the Secretary of State.

RESOLUTION NO. 439.24**TO ENACT LOCAL LAW NO. 23 OF 2024; TO ESTABLISH A SIX (6) MONTH EXTENSION TO LOCAL LAW 9 OF 2023 AND LOCAL LAW 6 OF 2024 WHICH ESTABLISHED A SIX (6) MONTH MORATORIUM PROHIBITING WIND GENERATION SYSTEM INSTALLATIONS WITHIN THE TOWN OF ROTTERDAM**

WHEREAS, the Town of Rotterdam has tasked the Energy Advisory Committee to review, amend, and make recommendations to the Town Wind Generation System code and local laws regulating the same; and

WHEREAS, the Energy Advisory Committee has focused primarily on reviewing, amending, and making recommendations regarding Solar Energy Installations, and

WHEREAS, upon the recommendation of the Energy Advisory Committee, and as the Town of Rotterdam is committed to protecting the health, safety, and well-being of its residents and First Responders through responsible siting, pre-incident planning and education, continuing education and training, adequate protection and equipment, and the implementation of best practices to reduce potential hazards; and

WHEREAS, a public hearing was held on October 9, 2024 at the John F. Kirvin Government Center, Town Hall, 100 Sunrise Boulevard, Rotterdam, New York 12306 at 7:00 PM for the following purpose: For the enactment of Introductory Local Law No. 23 of 2024 relating to an establishing an amendment and six (6) month extension of Local Law No. 9 2023 and local law 6 of 2024 which established a moratorium on Wind Generation Systems; **NOW**

THEREFORE, UPON MOTION OF Councilmember _____,
seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Local Law No. 23 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 November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 19, 2024

TO: Mollie Collins, Town Supervisor

FROM: Courtney Heinel, Attorney for the Town

TITLE OF REQUEST: Amendment to Local Law No. 9 of 2023 and Local Law No. 6 of 2024 to prohibit the creation or siting of large-scale wind generation system installations within the Town for a period of up to six (6) months

TOWN BOARD MEETING: November 26, 2024

Background Information: See attached proposed Resolution

Evaluation/Analysis: See attached proposed Resolution

Recommendation(s): See attached proposed Resolution

Attachment/Document(s): Proposed Resolution

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): Extends Wind Generation System Installation Moratorium

LEGISLATION WILL BE PREPARED BY: Supervisor's Office/Town Attorney, Proposed Resolution is attached

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. 23 of the year 20²⁴

A local law To establish a six (6) month extension to Local Law 9 of 2023 and Local Law 6 of 2024

(Insert Title)

which established a six (6) month moratorium prohibiting wind generation system

installations within the Town of Rotterdam

Be it enacted by the 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. 23 of 2024 of the ~~(County)(City)(Town)(Village)~~ of Rotterdam was duly passed by the Town Board on November 26 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 with 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 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

Date: _____

(Seal)

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

September 18, 2023

New York State Department of State
Bureau of State Records and Law
One Commerce Plaza
99 Washington Avenue
Albany, NY 12231-0001

RE: Filing of Town of Rotterdam Local Law 9-2023 Moratorium Prohibiting wind generation system installations

To Whom It May Concern:

Enclosed are forms required to file Local Law 9-2023, adopted by the Town Board of the Town of Rotterdam meeting held on September 13, 2023.

If you are in need of anything else please feel free to call my office.

Sincerely,

Diane M. Marco
Town Clerk

Enclosure

§ DL-1	DISPOSITION LIST				§ DL-1
Local Law No.	Adoption Date	Subject	Disposition	Supp. No.	
6-2021	9-8-2021	Records, Public Access to Amendment	Ch. 225	58	
7-2021	10-13-2021	Zoning Map Amendment	NCM	58	
1-2022	2-23-2022	Moratorium	NCM	59	
2-2022	2-23-2022	Residency Requirements Amendment	Ch. 60	59	
3-2022	2-23-2022	Vehicles and Traffic Amendment	Ch. 266	59	
4-2022	2-23-2022	Vehicles and Traffic Amendment	Ch. 266	59	
5-2022	3-23-2022	Vehicles and Traffic Amendment	Ch. 266	59	
6-2022	9-14-2022	Noise Amendment	Ch. 188	60	
7-2022	10-26-2022	Vehicles and Traffic Amendment	Ch. 266	60	
8-2022	11-9-2022	Zoning Amendment	Ch. 270	60	
9-2022	12-14-2022	Moratorium on Solar Farms and Solar Power Plants	NCM	60	
1-2023	12-27-2022	Zoning Amendment	Ch. 270	61	
2-2023	1-12-2023	Residency Requirements Amendment	Ch. 60	61	
3-2023	2-22-2023	Building Code Administration and Code Enforcement Program	Ch. 89	61	
4-2023	3-8-2023	Taxation Amendment	Ch. 255	61	
5-2023	5-24-2023	Zoning Amendment	Ch. 270	61	
6-2023	5-24-2023	Water Amendment	Ch. 267	61	
7-2023	8-9-2023	Hawking, Peddling and Soliciting Amendment	Ch. 150	62	
8-2023	9-13-2023	Moratorium	NCM	62	
9-2023	9-13-2023	Moratorium	NCM	62	
10-2023	9-13-2023	Vehicles and Traffic Amendment	Ch. 266	62	

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, September 13, 2023, at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 268.23

TO ENACT INTRODUCTORY LOCAL LAW NO. 9 OF 2023; ESTABLISH A SIX (6) MONTH MORATORIUM PROHIBITING WIND GENERATION SYSTEM INSTALLATIONS

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

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. The Town Board hereby enacts Introductory Local Law No. 9 of 2023.

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 September 13, 2023.

DATED: September 13, 2023

NAME	AYES	NOES	ABSTAIN
Christou	X		
Miller-Herrera (Absent)			
Dodson	X		
Mastroianni	X		
Collins	X		

I, Diane M. Marco, Town Clerk of the Town of Rotterdam, Schenectady County, New York, **DO HEREBY CERTIFY** that the foregoing resolutions were approved by the Town Board of the Town of Rotterdam on September 13, 2023 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 September 15, 2023.

Diane M. Marco

Diane M. Marco, Town Clerk



LOCAL LAW ESTABLISHING A TEMPORARY LAND USE MORATORIUM PROHIBITING WIND GENERATION SYSTEM INSTALLATIONS WITHIN THE TOWN OF ROTTERDAM.

Be it enacted by the Town Board of the Town of Rotterdam as follows:

SECTION 1. TITLE

This Local Law shall be known as the "Moratorium and Prohibition of Wind Generation System Installations within the Town of Rotterdam."

SECTION 2. STATUTORY AUTHORITY PURPOSE AND INTENT.

This Local Law is intended to be consistent with and is adopted pursuant to the authority granted to the Town Board of the Town of Rotterdam under the New York State Constitution, and the Laws of the State of New York including but not limited to the following authorities: New York State Constitution Article IX, Section 2 (c) (ii)(6)m (10)l Municipal Home Rule Law § 10(2); Municipal Home Rule Law §10(3); Municipal Home Rule Law §10(4)(a), and (b) and (15); Town Law §135; Town Law Article 16 (Zoning & Planning) inclusive; Environmental Conservation Law §3-0301 (1)(b), 3-0301(2)(m) and 8-0113 and 6 NYCRR Part 61, also known as the State Environmental Quality Review Act as it pertains to applications that are neither excluded nor exempt from this local law.

This Local Law is land use regulation. This Local Law is intended and is hereby declared to address matters of local concern, and it is declared that it is not the intention of the Town to address matters of statewide concern. This Local Law is intended to act as and is hereby declared to exercise the permissive "incidental control" of a zoning law and land use law that is concerned with the broad area of land use planning and the physical use of land and property within the Town, including the physical externalities associated with certain land uses, such as potential negative impacts of such uses on a community.

This Local Law shall supersede and suspend those provisions of the Code of the Town of Rotterdam and New York state law which require the Planning Board and/or the Town Code Enforcement officer to accept, process, and approve land use applications within certain statutory time periods.

This Local Law is intended to temporarily prohibit the creation or siting of wind generation system installations (as herein later defined) within the Town of Rotterdam for a period of up to six (6) months, pending the development and adoption of local laws and/or ordinances designed to regulate and govern such installations.

The Town Board recognizes and acknowledges that the Town needs to study and analyze many considerations that affect the preparation of local legislation to regulate the future creation and siting of wind generation system installations. The Town Board has formally requested the Building and Zoning Department and the Planning Board and the Energy Committee of the Town of Rotterdam to identify and review local laws from other jurisdictions, and related information and source materials, in order to assist in developing the parameters of a local law to regulate wind generation system installations. The Town Board has directed the Town Attorney to assist in this endeavor.

The Town Board also recognized the need to review and examine its existing ordinance, local laws and Zoning Code provisions insofar as they may be affected by adoption of such local law(s) regulating the creation and/or siting of wind generation system installations. It is deemed necessary to enact this moratorium in order to permit the Town adequate time in which to draft suitable legislation for this

purpose. During the term of the moratorium the Town of Rotterdam shall work to prepare and eventually adopt new land use regulations to incorporate into the Town's existing Zoning Code.

Currently, there are no pending applications for the location, development or site plan approval of a wind generation system.

During the pendency of the moratorium, the Town Board will consider how best to permit such installations so as to harmoniously integrate such installations with the existing agricultural community and landscape and to mitigate potential undesirable environmental impacts that may be associated with such use. At present, the Zoning Code of the Town of Rotterdam may not adequately regulate such land use. If the community allows such development during that time the goals of the Town could be undermined or damaged. Moratoria are useful in controlling or temporarily inhibiting development until satisfactory final regulations are adopted.

For these reasons, the Town Board finds that temporary moratorium legislation is both advisable and necessary for a reasonable and defined period of time in order to develop and adopt necessary zoning and land use changes to the Zoning Code of the Town of Rotterdam, thus protecting and furthering the public interest, health and safety.

SECTION 3. DEFINITIONS.

For purposes of this Local Law, the following terms shall have the meanings respectively set forth below:

Wind Generation System Installation- Any installation that converts the kinetic energy available in the wind to mechanical energy that can be used to operate an electrical generator. wind generation systems specifically do not include any system utilized for the on-site consumption of a business or residence that does not generate more than 5 kWh of electrical power in total.

SECTION 4. TEMPORARY MORATORIUM and PROHIBITION.

A. Unless permitted pursuant to Section 5 hereafter, from and after the date of this Local Law, no application for a permit, zoning permit, special permit, zoning variance, building permit, operating permit, site plan approval, subdivision approval, certificate of occupancy, certificate of compliance, temporary certificate, or other Town-level approval of any nature shall be accepted, processed, entertained, approved, approved conditionally, or issued by any board, employee, official or agent of the Town of Rotterdam, for the construction establishment or use or operation of any land, body of water, building, or other structure located within the Town of Rotterdam, for any wind generation system Installation, as defined above, except for the projects specifically exempted by this moratorium.

B. Unless permitted pursuant to Section 5 hereafter, from the after the date of this Local Law, no person, entity or business shall use, cause, or permit to be used, any land, body of water, building, or other structure located within the Town of Rotterdam for any wind generation system installation, as defined above.

C. The prohibitions set forth above in Clauses A. and B. of this Section 4. Are not intended, and shall not be construed, to prevent or prohibit the use and development of wind generation systems that are typically used to provide standby or emergency power and/or an uninterruptable power supply, load shedding, load sharing, or similar capabilities and that are for personal or individual use on or about any residence or place of business, or any farm operation.

D. This moratorium and prohibition shall be in effect beginning on the effective date of this Local Law and shall expire on the earlier of (i) that date which is six (6) months after said effective date; or (ii) the effective date of a Town Board resolution affirmatively stating the Town Board has determined that the need for this moratorium and prohibition no longer exists.

E. This moratorium and prohibition shall apply to all real property within the Town of Rotterdam, and all land use applications for the siting or creation of wind generation system installation within the Town of Rotterdam.

F. Under no circumstances shall the failure of the Town Board of the Town of Rotterdam, the Zoning Board of Appeals of the Town of Rotterdam, the Planning Board of the Town of Rotterdam, or the Code Enforcement Officer for the Town of Rotterdam to take any action upon any application for a permit, zoning permit, special permit, zoning variance, building permit, operating permit, site plan approval, subdivision approval, certificate of occupancy, certificate of compliance, temporary certificate, or any other Town level approval related to wind generation system installation constitute an approval by default or an approval by virtue of expiration of time to respond to such application.

SECTION 5. HARDSHIP VARIANCE RELIEF FROM APPLICABILITY OF MORATORIUM.

Applications for land use otherwise subject to this moratorium may be exempted from the provisions of this Local Law following a noticed public hearing before the Town Board. It is specifically intended that this moratorium shall supersede New York State law which would otherwise confer exclusive variance authority to the Zoning Board of Appeals. Following a written request for hardship variance relief, within sixty (60) days of receipt of such request, a noticed public hearing shall be held, at which hearing the Town Board may, but is not limited to consider:

A. The proximity of applicant's premises or the subject of applicant's request for relief to natural resources, including but not limited to prime agricultural soils, wetland areas, conservation districts and other areas of environmental concern.

B. The impact of the proposed application on the applicant's premises and upon the surrounding area.

C. Compatibility of the proposed application with the existing land use and character of the area in general proximity to the subject of the application, and its effect upon aesthetic resources of the community.

D. Compatibility of the proposed application with the recommendations of any administrative body charged with such review by the Town of Rotterdam.

E. The written opinion of the Town of Rotterdam Planning Board and the Town of Rotterdam Code Enforcement Officer that such application may be jeopardized or made impractical by waiting until the moratorium is expired.

F. Evidence specifying in detail the nature and level of any alleged hardship imposed on the property owner(s) as result of this moratorium.

G. Such other considerations and issues as may be raised by the Town Board.

In making a determination concerning a proposed exemption or grant of relief from application of the moratorium, the Town Board may obtain and consider reports and information from any source it deems to be helpful with review of said application. A grant of relief from application of the moratorium shall include a determination of unreasonable hardship upon the property owner (or if there are multiple property owners, a determination that each such owner shall suffer an unreasonable hardship) which is unique to the property owner(s), a finding that there are sufficient existing regulations to adequately govern the application for which a hardship waiver is being requested, and a finding that the grant or an exemption will be in harmony with, and will be consistent with an existing Town of Rotterdam Zoning Ordinance and the recommendation of the Comprehensive Plan as such may exist.

An application for relief from the prohibitions of the moratorium shall be accompanied by fee a \$500, together with the applicant's written undertaking in a form to be approved by the Attorney for the Town, to pay all of the expenses of the Town Board and any agent or consultant retained by the Town Board to evaluate and consider the merits of such application, including but not limited to any fees incurred by the Town of services provided by the Attorney of the Town.

SECTION 6. PENALTIES.

A. Failure to comply with any of the provisions of this Local Law shall be an unclassified misdemeanor as contemplated by Article 10 and Section 80.05 of the New York State Penal Law, and, upon conviction thereof, shall be punishable by a fine of not more than One Thousand Five Hundred Dollars (\$1,500) or imprisonment for not more than 10 days, or both for the first offense. Any subsequent offense within a three-month period shall be punishable by a fine of not more than Two Thousand Five Hundred Dollars (\$2,500) or imprisonment for a period of not more than 30 days, or both. For purposes of this Clause:

A. each day that a violation of this Local Law exists shall constitute a separate and distinct offense.

B. Compliance with this Local Law may also be compelled and violations restrained by order or by injection of a court of competent jurisdiction, in an action brought on behalf of the Town by the Town Board.

C. In the event the Town is required to take legal action to enforce this Local Law, the violator will be responsible for any and all costs incurred by the Town relative thereto, including attorney's fees, and such amount shall be determined and assessed by the court. If such expense is not paid in full within 30 days from the date it is determined and assessed by the Court, such expense shall be charged to the propert(ies) within the Town on which the violation occurred, by including such expense in the next annual Town tax levy against such property, and such expense shall be lien upon such property until paid.

SECTION 7. CONFLICTS.

For and during the stated term of this legislation, unless the stated term thereof shall be modified or abridged by the Town Board, this moratorium shall take precedence over and shall control over any contradictory local law, ordinance, regulation for Zoning Ordinance provision.

SECTION 8. SEVERABILITY.

If any word, phrase, sentence, part, section, subsection, or other portion of this Local Law, or the application thereof to any person or to any circumstance, is adjudged or declared invalid or unenforceable by a court or other tribunal of competent jurisdiction, then, and in such event, such judgement or declaration shall be continued in its interpretation and operation only to the provision of this Local Law that is directly involved in the controversy in which such judgment or declaration is rendered, and such judgement or declaration of invalidity or unenforceability shall not affect or impair the validity or enforceability of the remainder of this Local Law or the application hereof to any other persons or circumstances. If necessary, as to such person or circumstances such invalid or unenforceable provision shall be and be deemed severed here from, and the Town Board of the Town hereby declares that it would have enacted this Local Law, or the remainder thereof, even if, as to provisions and persons or circumstances, a portion hereof is severed or declared invalid or unenforceable.

SECTION 9. EFFECTIVE DATE.

The effective date of this Local Law shall be immediately upon its filing with the Secretary of State.

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 20²³

A local law enacting a six month wind energy moratorium in the Town of Rotterdam
 (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. 9 of 2023 of the (County)(City)(Town)(Village) of Rotterdam was duly passed by the Town Board on September 13 2023, 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 with 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.)

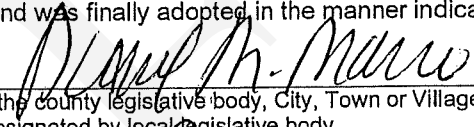
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified 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.

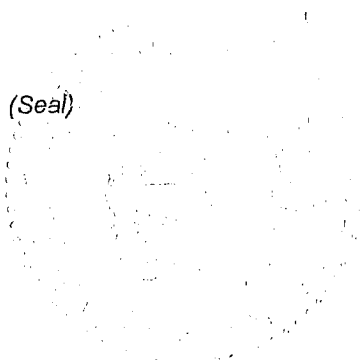
(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

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

Date: 9-18-2023

(Seal)



RESOLUTION NO. 440.24
TO DECLARE EQUIPMENT OBSOLETE

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, on the advice and recommendation of the I.T. Department, hereby declares the following equipment obsolete and no longer needed by the Town and authorizes their proper disposal:

Laptop Computers-

- Dell P15F
- Dell P28G
- Dell PP36X (Qty: 2)
- Dell E5470
- Dell E5440 (Qty: 3)
- Dell Latitude 5400
- HP Probook 450

Desktop Computers-

Dell:

- Optiplex 3020 (Qty: 3)
- Optiplex 3050 (Qty: 2)
- Dell Precision 3620
- Optiplex 5070 (Qty: 2)
- Optiplex 3010
- Optiplex GX620

SECTION 2. This resolution shall become effective November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

November 26, 2024

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: November 18, 2024

TO: Town Board

FROM: Henry Gerhard I.T. Project Manager and Support Liaison

TITLE OF REQUEST: Declare the following equipment obsolete and to be auctioned/donated/scrapped

TOWN BOARD MEETING: November 26, 2024

Background Information: We have accumulated obsolete technology as cited below.

Laptop Computers-

- Dell P15F
- Dell P28G
- Dell PP36X (Qty: 2)
- Dell E5470
- Dell E5440 (Qty: 3)
- Dell Latitude 5400
- HP Probook 450

Desktop Computers-

Dell:

- Optiplex 3020 (Qty: 3)
- Optiplex 3050 (Qty: 2)
- Dell Precision 3620
- Optiplex 5070 (Qty: 2)
- Optiplex 3010
- Optiplex GX620

Evaluation/Analysis: Research into each component has shown there is no useful purpose for the materials described.

8 Recommendation(s):

Working products should be auctioned, non-working or “end-of-life/end-of-service” items should be scrapped as e-waste, and metal should be scrapped accordingly.

Attachment/Document(s):

N/A

Compliance with Purchasing Policy:

Fully compliant with the prescribed purchasing policy.

Effect(s) on Existing Law(s):

None

LEGISLATION WILL BE PREPARED BY:

Supervisors Office

RESOLUTION NO. 441.24**TO AUTHORIZE AN AGREEMENT WITH TRANE U.S. INC. FOR THE YEAR 2025**

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 authorizes the Supervisor to negotiate and execute an agreement with TRANE U.S. Inc., located at 301 Old Niskayuna Road, Suite 1, Latham New York 12110, for a yearly service contract at 1100 Sunrise Blvd, Schenectady New York, 12306, in the amount not to exceed ten thousand three hundred forty-five and 00/100 (\$10,435.00) dollars for the 2025 calendar year, for heating and cooling system inspections and maintenances.

SECTION 2. This resolution shall become effective November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 20, 2024

TO: Mollie Collins – Town Supervisor

FROM: James Keith – Senior Building Inspector

TITLE OF REQUEST: Authorize the Supervisor to sign **yearly service** agreement with TRANE for heating and cooling system effective January 1, 2025.

TOWN BOARD MEETING: November 26, 2024

Background Information: TRANE installed Tracer Summit Program and updated in approximately 2009 and the Town has been using this system to heat and cool the building. TRANE is the sole provider.

Evaluation/Analysis: TRANE is the provider for the heating and cooling system at Town Hall.

Recommendation(s): Authorize Supervisor to sign the yearly service agreement for Trane in the amount of \$10,345.00.

Attachment/Document(s): TRANE service agreement.

Compliance with Purchasing Policy: Yes.

Effect(s) on Existing Law(s): None

LEGISLATION WILL BE PREPARED BY: Supervisors Office

**TRANE®**

SCHEDULED SERVICE AGREEMENT

Trane Office

Trane U.S. Inc.
301 Old Niskayuna Road, Suite 1
Latham, NY 12110

Trane Representative

Jacob Schatz
Cell: (518) 598-5485
Office: (518) 785-1315

Proposal ID

7588842

Master Agreement

7079549

Contact Telephone Number for Service

(518) 724-1433

Company Name

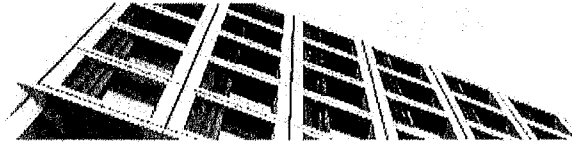
Rotterdam Town Of
1100 SUNRISE BLVD DPW
Schenectady, NY 12306-1230

Site Address

Rotterdam Town Hall
1100 Sunrise Blvd Ste 1
Schenectady, NY 12306

November 14, 2024

TRANE
TECHNOLOGIES



EXECUTIVE SUMMARY

This **Scheduled Service Agreement** from Trane offers an exclusive approach to planned maintenance: It is grounded in worldwide expertise. Delivered locally by our own factory trained technicians. And provided according to *your* needs.

Under this service agreement, Trane will schedule and manage preventative maintenance and provide repair coverage to help you minimize unplanned downtime and avoid unexpected expenses.

As an HVAC service provider, Trane offers many advantages:

- Confidence that your HVAC equipment is being serviced according to OEM best practices.
- Priority service available 24-hours a day
- Advanced diagnostic technologies allow our technicians to analyze system performance comprehensively

Protect your bottom line. Proper maintenance can save an estimated 12 to 18 percent of your budget compared to a run-to-fail approach. This service agreement will help you capture those savings. (*FEMP O&M Guide 2010*)

ADDITIONAL SUPPORT

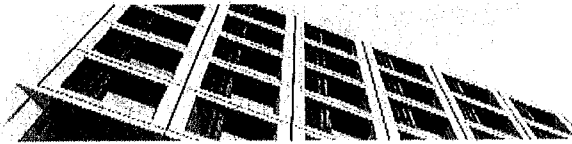
Environmental Practices	Consistent Processes	Safety	Assigned Team
Trane procedures for handling refrigerant are compliant with federal and state regulations.	All Trane technicians follow documented processes ensuring uniform service delivery.	Trane Incident rates (OSHA) are consistently 50 to 70 percent below industry averages.	You will have a consistent group of Trane employees dedicated to your account.



WHY TRANE? WE FOCUS ON BETTER BUILDINGS.

When it comes to service effectiveness, experience matters. No other provider has more experience than Trane.

- 100+ years of system and equipment experience
- 35+ years in building automation systems (BAS)
- 20+ years in energy services



SCOPE OF SERVICES — STANDARD INCLUSIONS

ANY HVAC SYSTEM IS ONLY AS STRONG AS ITS INDIVIDUAL MECHANICAL COMPONENTS

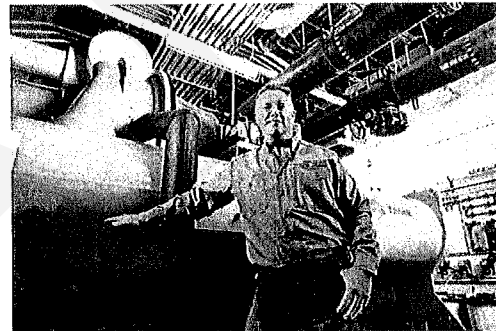
This service agreement with Trane protects and enhances full system functionality by ensuring that components are well maintained and functioning to OEM standards, and that the system is tailored to your needs. The following are the standard inclusions of your service agreement:

ON-SITE SCHEDULED MAINTENANCE

Factory authorized Trane service technicians perform all periodic maintenance, following OEM standards, to keep HVAC and BAS equipment running optimally and prevent unplanned downtime. Trane assumes all responsibilities for planning, scheduling and managing routine maintenance on Trane HVAC equipment and other brands.

Implementation:

- Technician visits are scheduled in advance through one assigned maintenance team for all HVAC equipment brands
- On-site service is completed during normal business hours
- Receive consistent service outcomes through proprietary maintenance procedures

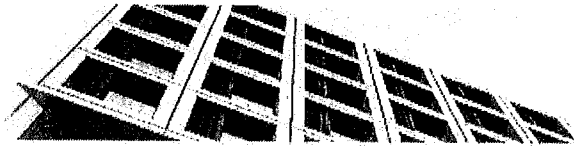


TRANE LABORATORY ANALYSIS

Trane Laboratory Analysis tests system fluids for contaminants and other physical characteristics and trends. Conditions indicating sub-optimal HVAC system performance are identified before issues become critical.

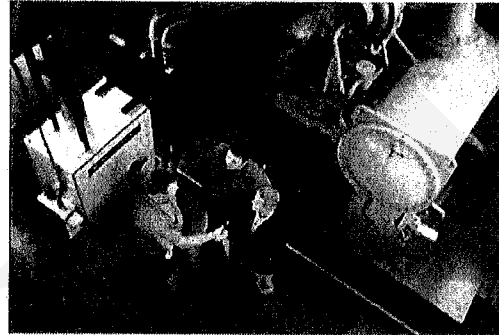
Implementation:

- Samples collected by Trane technicians during maintenance as stated in this agreement
- Laboratory analysis of oil, absorption solutions and refrigerants
- Identify long-term equipment performance trends and avoid equipment failures

**TRANE**

REFRIGERANT MANAGEMENT

The US Environmental Protection Agency (EPA) has placed in effect more stringent regulations on refrigerant management and reporting in 2020 in addition to mandated leak inspections on certain appliances that exceed the leak rate threshold. Section 608 of the Clean Air Act prohibits the knowing release/venting of refrigerant during the maintenance, service, repair, or disposal of air-conditioning and refrigeration equipment. The EPA requires proper refrigerant management practices and documentation by owners and operators of refrigeration and air-conditioning systems, all servicing technicians, and others. ***The Clean Air Act requires owners to maintain records of refrigerant usage and leak rates for each air-conditioning or refrigeration appliance with refrigerant charge greater than 50 lbs. With recent definition changes from the EPA, each independent circuit is considered a separate appliance. These records must be maintained for 3 years and be directly accessible if audited by the EPA. This brief summary of Section 608 of the Clean Air Act is provided for informational purposes only and is not for the purpose of providing legal advice. You should contact your attorney to obtain advice with respect to the application of Section 608 of the Clean Air Act to your business.***



All Trane Technicians are Universally certified (the highest level possible) to service, manage, and document your refrigerant and are knowledgeable of applicable law and time constraints to repair leaks. Trane Technicians track all refrigerant in all equipment serviced regardless of appliance size (supports accurate fugitive emissions reporting where applicable).

When a customer has all their refrigerant work performed by a Trane technician - Trane Refrigerant Management software maintains complete record of refrigerant transactions and appliance leak rates. Refrigerant reports provided by Trane will contain the information to satisfy EPA record keeping requirements.

Advantages:

- Real time reporting of refrigerant leak rate informs proactive decisions
- Stay in compliance with state and federal regulations
- Provide acceptable and comprehensive documentation to authorities during audits
- Maintain company environmental standards and provides data for managing any reporting needs
- Detect potential refrigerant leaks before equipment damage occurs
- Technicians are trained to report all refrigerant handling which can aid in fugitive emissions reporting, not just for 50 lbs.+ appliances

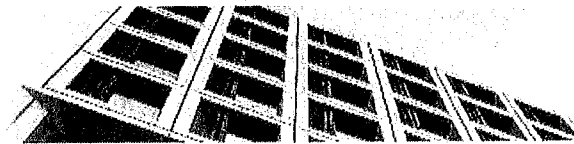
Implementation:

- Technicians collect refrigerant information for covered equipment during onsite visits
- Refrigerant data and technician activity are entered into the Trane Refrigerant Management System
- Refrigerant Usage Reports are generated according to your needs

Tiered Service Offerings to better support your needs:

1. Trane's Standard EP Compliant S/A
 - a. Trane Technicians will provide applicable EPA documentation when required by the service activity performed
2. Trane's EPA Compliant Reporting S/A
 - a. In addition to the Standard Offering, the local Trane office will run quarterly reports that will be extended to the customer to help inform them of EPA mandated leak inspections that may be required on their equipment and the corresponding anniversary date(s) that those inspection(s) need to be completed.
3. Trane's Premium EPA Compliance S/A
 - a. In addition to the Standard and Reporting Offerings, labor to perform those leak inspections is also included.
 - b. Customer will have access to form letters and information assistance for reporting situations encountered during coverage.

Linkage - Rotterdam Town Hall SA Renewal
Proposal ID: 7588842



HVAC EQUIPMENT COVERAGE

Rotterdam Town Hall

The following "Covered Equipment" will be serviced at Rotterdam Town Hall:

Equipment	Qty	Manufacturer	Model Number	Serial Number	Asset Tag
IntelliPak with Symblo 800	1	Trane	SFHMF25ELA	C23M07166	RT-5

Service Description

Quantity Per Term

Intellipak Coil Cleaning (Service 1)
Intellipak Filter Change (Service 2)
Intellipak Rooftop Cooling Pre-Season Annual Start Up (Service 3)
Intellipak Rooftop Natural Gas Heat Pre-Season Annual Start Up (Service 4)

1
2
1
1

Equipment	Qty	Manufacturer	Model Number	Serial Number	Asset Tag
Rooftop Unit	1	Trane	YSC072H3EH	184913563L	
Rooftop Unit	1	Trane	YSC072H3EH	184913573L	

Service Description

Quantity Per Term

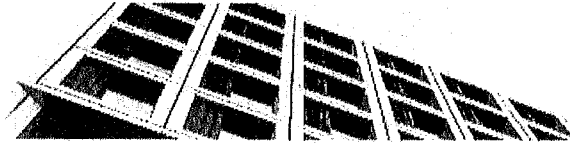
Precedent Filter Change (Service 6)
Precedent Cooling Pre-Season Annual Start-Up (Service 7)
Precedent Heating Pre-Season Annual Start-Up (Service 8)
Precedent Condenser Coil Cleaning (Service 9)

2
1
1
1

Linkage - Rotterdam Town Hall SA Renewal
Proposal ID: 7588842



TRANE



Equipment	Qty	Manufacturer	Model Number	Serial Number	Asset Tag
Tracer SC	1	Trane	X136516950	E22K14087	

The following is an overview of Trane's Scope of Services to be performed on Covered Equipment. Items marked are included in this Agreement.

CONTROLS

Preventative Maintenance Inspections:

Quantity (2) During Contract Period

System Analysis and Review

Trane will review the building automation system to minimize software problems Identify and correct programming errors, failed points, points in alarm and points that have been overridden. Software optimization Improves system efficiency, assures compliance to specified conditions, and reduces the risk of costly and disruptive system problems. Regularly scheduled on-site visits by Trane technicians also provide the opportunity to meet with on-site operators, review the system and address any questions or concerns they may have.

Tracer Database Backup

Throughout the year, changes are continuously being made to the database in response to energy efficiency, occupant comfort or operator interface issues. Trane maintains current and archived backups of all vital Tracer databases to expedite system recovery and restoration to the last known set-up following a catastrophic event.

Software Service Pack Updates

The latest service pack updates will be downloaded and installed to the existing software version when available. This assures the software is always up to date with the current versions that enhance usability and functionality.

Control Loop Tuning

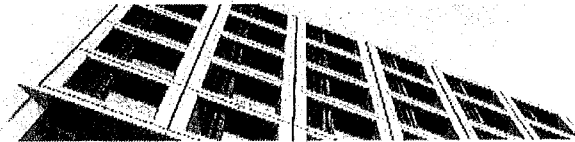
Loop Tuning assures the system is operating at peak performance for the upcoming season. Operators may make manual changes during the heating or cooling season to accommodate current comfort requirements. During Control Loop Tuning, any changes that were made in previous months are reviewed and adjusted to accommodate changing seasonal conditions. The operation of mechanical loop components is verified, as well.

Sequence of Operation Verification

Sequence of Operation Verification assures the system is operating as intended. During this assessment, unreleased manual overrides are discovered, scheduling discrepancies are corrected, and appropriate set point values are evaluated.

Operator Coaching

During regularly scheduled visits, Trane technicians will work with on-site operators to develop their skills and proficiencies to help ensure they fully understand how to effectively use the system.



REMOTE BAS SERVICE SUPPORT: YEARLY

Trane will provide limited customer support/assistance during the normal business hours, Monday through Friday (except holidays). This service requires remote connectivity to the site.

Advantages:

Support/assistance from an experienced technician with faster response time.
Pre-evaluation of a trouble call allows for a technician to be better prepared (parts, etc.) prior to dispatch
Shorter recovery time from problems
Possible continuous training of personnel on Trane software
Better tracking for software updates, may be able to be accomplished remotely

BAS SYSTEM PERFORMANCE AND EVALUATION: BI-ANNUAL REPORT BY REMOTE SERVICE SPECIALIST

Provide a biannual report with high level overview of BAS System Performance

BAS System Performance and Evaluation validates that the controls system is operating properly, and that all components are fully functional.

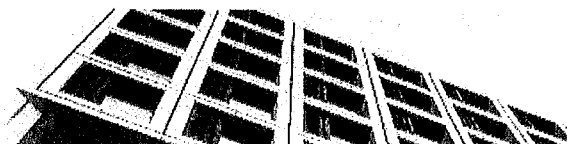
Advantages:

- Gain reassurance that the BAS system is operating correctly
- See early indicators of developing failures and shutdowns
- Find out faster when a system is in failure mode

Linkage - Rotterdam Town Hall SA Renewal
Proposal ID: 7588842



TRANE



PRICING AND ACCEPTANCE

Rotterdam Town Of
1100 SUNRISE BLVD DPW
Schenectady, NY 12306-1230

Site Address:
Rotterdam Town Hall
1100 Sunrise Blvd Ste 1
Schenectady, NY 12306

Trane Service Agreement

This Service Agreement consists of the pages beginning with the title page entitled "Scheduled Service Agreement," the consecutively numbered pages immediately following such title page, and includes and ends with the Trane Terms and Conditions (Service) (collectively, the "Service Agreement" or "Agreement"). Trane agrees to inspect and maintain the Covered Equipment according to the terms of this Service Agreement, including the "Terms and Conditions," and "Scope of Services" sections. Trane agrees to give preferential service to Service Agreement Customer over non-contract customers.

Service Fee

As the fee(s) (the "Service Fee(s)") for the inspection and maintenance services described in the Scope of Services section with respect to the Covered Equipment, Customer agrees to pay to Trane the following amounts, plus applicable tax, as and when due.

Contract Year	Annual Amount - All Sites USD	Payment USD	Payment Term
Year 1	10,345.00	10,345.00	Annual

☐ Anticipation Discount Program (ADP). A one-time 3% discount is offered for full payment of 1 year in advance of the commencement of the Service Agreement. Invoice would be issued at start of the Agreement and is due net 15 days from date of invoice. The discount would be **310.35 USD** if this option is selected. Tax will be calculated based upon the pre-discounted price. The ADP is for advance payment only under the terms stated in this section and is not applicable to credit card transactions. Please check the box to select this discount option.

In addition to any other amounts then due hereunder, if this Agreement is terminated or cancelled prior to its scheduled expiration, Customer shall pay to Company the balance of any amounts billed to but unpaid by Customer and, if a "Service Project" is included in the Agreement, the Cancellation Fee set forth in "Exhibit A" Cancellation Schedule attached hereto and incorporated herein, which Cancellation Fee represents unbilled labor, non-labor expenses and parts materials and components. Subject only to a prior written agreement signed by Trane, payment is due upon receipt of invoice in accordance with Section 4 of the attached Terms and Conditions.

Term

The Initial Term of this Service Agreement is 1 year, beginning January 1, 2025. However, Trane's obligation under this Agreement will not begin until authorized representatives of Trane and Customer have both signed this Agreement in the spaces provided below. If any questions arise regarding this Service Agreement or how to cancel this Agreement, Trane can be reached either by telephone at (518) 724-1433 or by direct mail addressed to: 301 Old Niskayuna Road, Suite 1, Latham, NY 12110.

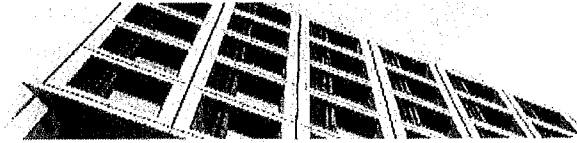
Cancellation by Customer Prior to Services; Refund

If Customer cancels this Agreement within (a) thirty (30) days of the date this Agreement was mailed to Customer or (b) twenty (20) days of the date this Agreement was delivered to Customer, if it was delivered at the time of sale, and if no Services have been provided by Company under this Agreement, the Agreement will be void and Company will refund to Customer, or credit Customer's account, the full Service Fee of this Agreement that Customer paid to Company, if any. A ten percent (10%) penalty per month will be added to a refund that is due but is not paid or credited within forty-five (45) days after return of this Agreement to Company. Customer's right to cancel this Agreement only applies to the original owner of this Agreement and only if no Services have been provided by Company under this Agreement prior to its return to Company.

Linkage - Rotterdam Town Hall SA Renewal
Proposal ID: 7588842



TRANE



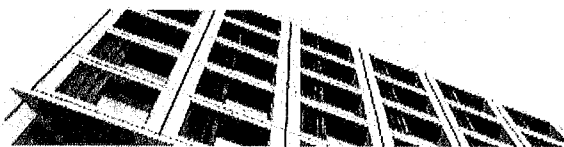
Cancellation by Company

This Agreement may be cancelled during the Initial Term or, if applicable, a Renewal Term for any reason or no reason, upon written notice from Company to Customer no later than 30 days prior to the scheduled expiration date and Company will refund to Customer, or credit Customer's account, that part of the Service Fee attributable to Services not performed by Company. Customer shall remain liable for and shall pay to Company all amounts due for Services provided by Company and not yet paid.

This agreement is subject to Customer's acceptance of the attached Trane Terms and Conditions (Service).

CUSTOMER ACCEPTANCE	TRANE ACCEPTANCE Trane U.S. Inc.
Authorized Representative	Submitted By: Jacob Schatz
Printed Name	Proposal Date: November 14, 2024
	Cell: (518) 598-5485
	Office: (518) 785-1315
Title	License Number:
Purchase Order	Authorized Representative
Acceptance Date	Title
	Signature Date

The Initial Term of this Service Agreement is 1 year, beginning January 1, 2025.
Total Contract Amount: \$10,345.00 USD.


TRANE


TERMS AND CONDITIONS - SERVICE

"Company" shall mean Trane U.S. Inc. dba Trane for Company performance in the United States and Trane Canada ULC for Company performance in Canada.

1. **Agreement.** These terms and conditions ("Terms") are an integral part of Company's offer and form the basis of any agreement (the "Agreement") resulting from Company's proposal (the "Proposal") for the following commercial services as stated in the Proposal (collectively, the "Services"): inspection, maintenance and repair (the "Maintenance Services") on equipment (the "Covered Equipment"), specified Additional Work (if any), and, if included in the Proposal, Intelligent Services, Energy Assessment, and any other services using remote connectivity (collectively and individually referred to in these Terms as "Trane Digital Services"). **COMPANY'S TERMS ARE SUBJECT TO PERIODIC CHANGE OR AMENDMENT.**

2. **Connected Services.** In addition to these terms and conditions, the Connected Services Terms of Service ("Connected Services Terms"), available at <https://www.trane.com/TraneConnectedServicesTerms>, as updated from time to time, are incorporated herein by reference and shall apply to the extent that Company provides Customer with Connected Services, as defined in the Connected Services Terms.

3. **Acceptance.** The Proposal is subject to acceptance in writing by the party to whom this offer is made or an authorized agent ("Customer") delivered to Company within 30 days from the date of the Proposal. If Customer accepts the Proposal by placing an order, without the addition of any other terms and conditions of sale or any other modification, Customer's order shall be deemed acceptance of the Proposal subject to these Terms and Conditions. If Customer's order is expressly conditioned upon Company's acceptance or assent to terms and/or conditions other than those expressed herein, return of such order by Company with Company's Terms and Conditions attached or referenced serves as Company's notice of objection to Customer's terms and as Company's counteroffer to perform in accordance with the Proposal and Company Terms and Conditions. If Customer does not reject or object in writing to Company within 10 days, Company's counteroffer will be deemed accepted. Customer's acceptance of performance by Company will in any event constitute an acceptance by Customer of Company's Terms and Conditions. This Agreement is subject to credit approval by Company. Upon disapproval of credit, Company may delay or suspend performance or, at its option, renegotiate prices and/or Terms and Conditions with Customer. If Company and Customer are unable to agree on such revisions, this Agreement shall be cancelled without any liability, other than Customer's obligation to pay for Services provided by Company to the date of cancellation.

4. **Fees and Taxes.** Fees for the Services (the "Service Fees") are as set forth in the Proposal. Except as otherwise stated in the Proposal, Service Fees are based on performance during regular business hours. Charges for performance outside Company's normal business hours shall be billed separately according to the then prevailing overtime or emergency labor/labour rates. In addition to the stated Service Fees, Customer shall pay all taxes not legally required to be paid by Company or, alternatively, shall provide Company with an acceptable tax exemption certificate.

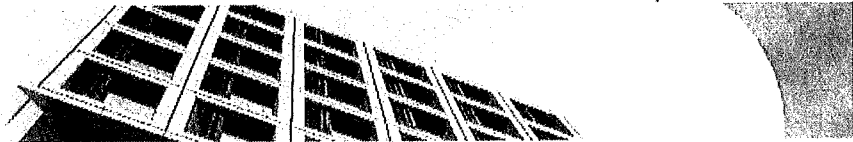
5. **Payment.** Payment is due upon receipt of Company's invoice. Service Fees shall be paid no less frequently than quarterly and in advance of performance of the Services. Company reserves the right to add to any account outstanding for more than 30 days a service charge equal to the lesser of the maximum allowable legal interest rate or 1.5% of the principal amount due at the end of each month. Without liability to Customer, Company may discontinue performance whenever payment is overdue. Customer shall pay all costs (including attorneys' fees) incurred by Company in attempting to collect amounts due or otherwise enforcing this Agreement.

6. **Customer Breach.** Each of the following constitutes a breach by Customer and shall give Company the right, without an election of remedies, to suspend performance or terminate this Agreement by delivery of written notice declaring termination. Upon termination, Customer shall be liable to the Company for all Services furnished to date and all damages sustained by Company (including lost profit and overhead): (a) Any failure by Customer to pay amounts when due; (b) any general assignment by Customer for the benefit of its creditors, Customer's bankruptcy, insolvency, or receivership; (c) Any representation or warranty furnished by Customer in connection with this Agreement is false or misleading in any material respect when made; or (d) Any failure by Customer to perform or comply with any material provision of this Agreement.

7. **Performance.** Company shall perform the Services in accordance with industry standards generally applicable in the state or province where the Services are performed under similar circumstances when Company performs the Services. Company may refuse to perform where working conditions could endanger property or put people at risk. Unless otherwise agreed by Customer and Company, at Customer's expense and before the Services begin, Customer will provide any necessary access platforms, catwalks to safely perform the Services in compliance with OSHA, state, or provincial industrial safety regulations or any other applicable industrial safety standards or guidelines. This Agreement presupposes that all major pieces of Covered Equipment are in proper operating condition as of the date hereof. Services furnished are premised on the Covered Equipment being in a maintainable condition. In no event shall Company have any obligation to replace Covered Equipment that is no longer maintainable. During the first 30 days of this Agreement, or upon initial inspection, and/or upon seasonal start-up (if included in the Services), if an inspection by Company of Covered Equipment indicates repairs or replacement is required, Company will provide a written quotation for such repairs or replacement. If Customer does not authorize such repairs or replacement, Company may remove the unacceptable equipment from the Covered Equipment and adjust the Service Fees accordingly. Customer authorizes Company to utilize Customer's telephone line or network infrastructure to connect to controls, systems and/or equipment provided or serviced by Company and to provide Services contracted for or otherwise requested by Customer, including remote diagnostic and repair service. Customer acknowledges that Company is not responsible for any adverse impact to Customer's communications and network infrastructure. Company may elect to install/attach to Customer equipment or provide portable devices (hardware and/or software) for execution of control or diagnostic procedures. Such devices shall remain the personal proprietary property of Company and in no event shall become a fixture of Customer locations. Customer shall not acquire any interest, title or equity in any hardware, software, processes, and other intellectual or proprietary rights to devices used in connection with the Services on Customer equipment. Company may remove such devices at its discretion. Parts used for any repairs made will be those selected by Company as suitable for the repair and may be parts not manufactured by Company.

8. **Customer Obligations.** Customer shall: (a) Provide Company reasonable and safe access to the Covered Equipment and areas where Company is to work; (b) Follow manufacturer recommendations concerning teardown and internal inspection, major overhaul, restoration or refurbishing of the Covered Equipment; unless expressly stated in the Scope of Services statement, Company is not performing any manufacturer recommended teardown and internal inspection, major overhaul, restoration or refurbishing of the Covered Equipment; and (c) Where applicable, unless water treatment is expressly included in the Services, provide professional cooling tower water treatment in accordance with any reasonable recommendations provided by Company.

9. **Exclusions.** Unless expressly included in the Covered Equipment or the Services, the Services do not include, and Company shall not be responsible for or liable to the Customer for any claims, losses, damages or expenses suffered by the Customer in any way connected with, relating to or arising from, any of the following: (a) Any guarantee of room conditions or system performance; (b) Inspection, maintenance, repair, replacement of or services for: chilled water and condenser water pumps and piping; electrical disconnect switches or circuit breakers; motor starting equipment that is not factory mounted and interconnecting power wiring; recording or portable instruments, gauges or thermometers; non-moving parts or non-maintainable parts of the system, including, but not limited to, storage tanks; pressure vessels, shells, coils, tubes, housings, castings, casings, drain pans, panels, duct work; piping; hydraulic, hydronic, pneumatic, gas, or refrigerant; insulation; pipe covering; refractory material; fuses, unit cabinets; electrical wiring; ductwork or conduit; electrical distribution system; hydronic structural supports and similar items; the appearance of decorative casing or cabinets; damage sustained by other equipment or systems; and/or any failure, misadjustment or design deficiencies in other equipment or systems; (c) Damage, repairs or replacement of parts made necessary as a result of electrical power failure, low voltage, burned out main or branch fuses, low water pressure, vandalism, misuse or abuse, wear and tear, end of life failure, water damage, improper operation, unauthorized alteration of equipment, accident, acts or omissions of Customer or others, damage due to freezing weather, calamity, malicious act, or any Event of Force Majeure; (d) Any damage or malfunction resulting from vibration, electrolytic action, freezing, contamination, corrosion, erosion, or caused by scale or sludge on internal tubes except where water treatment protection services are provided by Company as part of this Agreement; (e) Furnishing any items of equipment, material, or labor/labour, or performing special tests recommended or required by insurance companies or federal, state, or local governments; (f) Failure or inadequacy of any structure or foundation supporting or surrounding the equipment to be worked on or any portion thereof; (g) Building access or alterations that might be necessary to repair or replace Customer's existing equipment; (h) The normal function of starting and stopping equipment or the opening and closing of valves, dampers or regulators normally installed to protect equipment against damage; (i) Valves that are not factory mounted; balance, stop, control, and other valves external to the device unless specifically included in the Agreement; (j) Any responsibility for design or redesign of the system or the Covered Equipment, obsolescence, safety tests, or removal or reinstallation of valve bodies and dampers; (k) Any services, claims, or damages arising out of Customer's failure to comply with its obligations under this Agreement; (l) Failure of Customer to follow manufacturer recommendations concerning teardown and internal inspection, overhaul and refurbishing of equipment; (m) Any claims, damages, losses, or expenses, arising from or related to conditions that existed in,



on, or upon the premises before the effective date of this Agreement ("Pre-Existing Conditions"), including, without limitation, damages, losses, or expenses involving pre-existing building envelope issues, mechanical issues, plumbing issues, and/or indoor air quality issues involving mold/mould and/or fungi; (n) Replacement of refrigerant is excluded, unless replacement of refrigerant is expressly stated as included within the Services, in which case replacement shall in no event exceed the stated percentage of rated system charge per year expressly stated in the Services; (o) crane or rigging costs; (p) Any Services, claims, or damages arising out of refrigerant not supplied by Company. Customer shall be responsible for: (i) The cost of any additional replacement refrigerant; (ii) Operation of any equipment; and (iii) Any claims, damages, losses, or expenses, arising from or related to work done by or services provided by individuals or entities that are not employed by or hired by Company.

10. Limited Warranty. Company warrants that: (a) the material manufactured by Company and provided to Customer in performance of the Services is free from defects in material and manufacture for a period of 12 months from the earlier of the date of equipment start-up or replacement; and (b) the labor/labour portion of the Maintenance Services and Additional Work has been properly performed for a period of 90 days from date of completion (the "Limited Warranty"). Company obligations of equipment start-up, if any are stated in the Proposal, are coterminous with the Limited Warranty period. Defects must be reported to Company within the Limited Warranty period. Company's obligation under the Limited Warranty is limited to repairing or replacing the defective part at its option and to correcting any labor/labour improperly performed by Company. No liability whatsoever shall attach to Company until the Maintenance Services and Additional Work have been paid for in full. Exclusions from this Warranty include claims, losses, damages and expenses in any way connected with, related to or arising from failure or malfunction of equipment due to the following: wear and tear; end of life failure; corrosion; erosion; deterioration; Customer's failure to follow the Company-provided maintenance plan; unauthorized or improper maintenance; unauthorized or improper parts or material; refrigerant not supplied by Company; and modifications made by others to equipment. Company shall not be obligated to pay for the cost of lost refrigerant or lost product. Some components of equipment manufactured by Company may be warranted directly from the component supplier, in which case this Limited Warranty shall not apply to those components and any warranty of such components shall be the warranty given by such component supplier. Notwithstanding the foregoing, all warranties provided herein terminate upon termination or cancellation of this Agreement. Equipment, material and/or parts that are not manufactured by Company ("Third-Party Product(s)") are not warranted by Company and have such warranties as may be extended by the respective manufacturer. **CUSTOMER UNDERSTANDS THAT COMPANY IS NOT THE MANUFACTURER OF ANY THIRD-PARTY PRODUCT(S) AND ANY WARRANTIES, CLAIMS, STATEMENTS, REPRESENTATIONS, OR SPECIFICATIONS ARE THOSE OF THE THIRD-PARTY MANUFACTURER, NOT COMPANY AND CUSTOMER IS NOT RELYING ON ANY WARRANTIES, CLAIMS, STATEMENTS, REPRESENTATIONS, OR SPECIFICATIONS REGARDING THE THIRD-PARTY PRODUCT THAT MAY BE PROVIDED BY COMPANY OR ITS AFFILIATES, WHETHER ORAL OR WRITTEN. THE REMEDIES SET FORTH IN THIS LIMITED WARRANTY ARE THE SOLE AND EXCLUSIVE REMEDIES FOR WARRANTY CLAIMS PROVIDED BY COMPANY TO CUSTOMER UNDER THIS AGREEMENT AND ARE IN LIEU OF ALL OTHER WARRANTIES AND LIABILITIES, LIABILITIES, CONDITIONS AND REMEDIES, WHETHER IN CONTRACT, WARRANTY, STATUTE OR TORT (INCLUDING NEGLIGENCE), EXPRESS OR IMPLIED, IN LAW OR IN FACT, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AND/OR OTHERS ARISING FROM COURSE OF DEALING OR TRADE. COMPANY EXPRESSLY DISCLAIMS ANY REPRESENTATIONS OR WARRANTIES, ENDORSEMENTS OR CONDITIONS OF ANY KIND, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF QUALITY, FITNESS, MERCHANTABILITY, DURABILITY AND/OR OTHERS ARISING FROM COURSE OF DEALING OR TRADE OR REGARDING PREVENTION BY THE SCOPE OF SERVICES, OR ANY COMPONENT THEREOF. NO REPRESENTATION OR WARRANTY OF ANY KIND, INCLUDING WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE, REGARDING PREVENTING, ELIMINATING, REDUCING OR INHIBITING ANY MOLD, FUNGUS, BACTERIA, VIRUS, MICROBIAL GROWTH, OR ANY OTHER CONTAMINANTS (INCLUDING COVID-19 OR ANY SIMILAR VIRUS) (COLLECTIVELY, "CONTAMINANTS"), WHETHER INVOLVING OR IN CONNECTION WITH EQUIPMENT, ANY COMPONENT THEREOF, SERVICES OR OTHERWISE. IN NO EVENT SHALL COMPANY HAVE ANY LIABILITY FOR THE PREVENTION, ELIMINATION, REDUCTION OR INHIBITION OF THE GROWTH OR SPREAD OF SUCH CONTAMINANTS INVOLVING OR IN CONNECTION WITH ANY EQUIPMENT, THIRD-PARTY PRODUCT, OR ANY COMPONENT THEREOF, SERVICES OR OTHERWISE AND CUSTOMER HEREBY SPECIFICALLY ACKNOWLEDGES AND AGREES THERETO.**

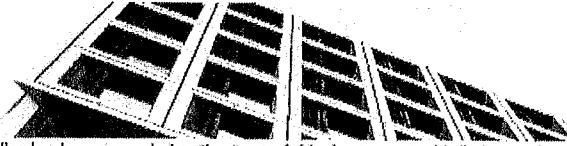
11. Indemnity. To the maximum extent permitted by law, Company and Customer shall indemnify and hold harmless each other from any and all claims, actions, costs, expenses, damages and liabilities, including reasonable attorneys' fees, resulting from death or bodily injury or damage to real or personal property, to the extent caused by the negligence or misconduct of the indemnifying party, and/or its respective employees or other authorized agents in connection with their activities within the scope of this Agreement. Neither party shall indemnify the other against claims, damages, expenses, or liabilities to the extent attributable to the acts or omissions of the other party or third parties. If the parties are both at fault, the obligation to indemnify shall be proportional to their relative fault. The duty to indemnify and hold harmless will continue in full force and effect, notwithstanding the expiration or early termination of this Agreement, with respect to any claims based on facts or conditions that occurred prior to expiration or termination of this Agreement.

12. Limitation of Liability. NOTWITHSTANDING ANYTHING TO THE CONTRARY, NEITHER PARTY SHALL BE LIABLE FOR SPECIAL, INCIDENTAL, INDIRECT, OR CONSEQUENTIAL LOSSES OR DAMAGES OF ANY KIND (INCLUDING WITHOUT LIMITATION REFRIGERANT LOSS, PRODUCT LOSS, LOST REVENUE OR PROFITS, OR LIABILITY TO THIRD PARTIES), OR CONTAMINANTS LIABILITIES, OR PUNITIVE DAMAGES WHETHER BASED IN CONTRACT, WARRANTY, STATUTE, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, INDEMNITY OR ANY OTHER LEGAL THEORY OR FACTS. NOTWITHSTANDING ANY OTHER PROVISION OF THIS AGREEMENT, THE TOTAL AND AGGREGATE LIABILITY OF THE COMPANY TO THE CUSTOMER WITH RESPECT TO ANY AND ALL CLAIMS CONNECTED WITH, RELATED TO OR ARISING FROM THE PERFORMANCE OR NON-PERFORMANCE OF THIS AGREEMENT, WHETHER BASED IN CONTRACT, WARRANTY, STATUTE, TORT (INCLUDING NEGLIGENCE), STRICT LIABILITY, INDEMNITY OR ANY OTHER LEGAL THEORY OR FACTS, SHALL NOT EXCEED THE COMPENSATION RECEIVED BY COMPANY OVER THE 12 MONTH PERIOD PRECEDING THE DATE OF OCCURRENCE FOR THE SERVICES AND ADDITIONAL WORK FOR THE LOCATION WHERE THE LOSS OCCURRED. IN NO EVENT SHALL COMPANY BE LIABLE FOR ANY DAMAGES (WHETHER DIRECT OR INDIRECT) RESULTING FROM MOLD/MOULD, FUNGUS, BACTERIA, MICROBIAL GROWTH, OR OTHER CONTAMINATES OR AIRBORNE BIOLOGICAL AGENTS. TO THE MAXIMUM EXTENT ALLOWED BY LAW, COMPANY SHALL NOT BE LIABLE FOR ANY OF THE FOLLOWING IN CONNECTION WITH PROVIDING TRANE DIGITAL SERVICES: INTERRUPTION, DELETION, DEFECT, DELAY IN OPERATION OR TRANSMISSION; CUSTOMER'S NETWORK SECURITY; COMPUTER VIRUS; COMMUNICATION FAILURE; THEFT OR DESTRUCTION OF DATA; GAPS IN DATA COLLECTED; AND UNAUTHORIZED ACCESS TO CUSTOMER'S DATA OR COMMUNICATIONS NETWORK.

13. CONTAMINANTS LIABILITY

The transmission of COVID-19 may occur in a variety of ways and circumstances, many of the aspects of which are currently not known. HVAC systems, products, services and other offerings have not been tested for their effectiveness in reducing the spread of COVID-19, including through the air in closed environments. IN NO EVENT WILL COMPANY BE LIABLE UNDER THIS AGREEMENT OR OTHERWISE FOR ANY INDEMNIFICATION, ACTION OR CLAIM, WHETHER BASED ON WARRANTY, CONTRACT, TORT OR OTHERWISE, FOR ANY BODILY INJURY (INCLUDING DEATH) DAMAGE TO PROPERTY, OR ANY OTHER LIABILITIES, DAMAGES OR COSTS RELATED TO CONTAMINANTS (INCLUDING THE SPREAD, TRANSMISSION OR CONTAMINATION THEREOF) (COLLECTIVELY, "CONTAMINANTS LIABILITIES") AND CUSTOMER HEREBY EXPRESSLY RELEASES COMPANY FROM ANY SUCH CONTAMINANTS LIABILITIES.

14. Asbestos and Hazardous Materials. The Services expressly exclude any identification, abatement, cleanup, control, disposal, removal or other work connected with asbestos polychlorinated biphenyl ("PCB"), or other hazardous materials (collectively, "Hazardous Materials"). Customer warrants and represents that there are no Hazardous Materials on the premises that will in any way affect Company's performance, except as set forth in a writing signed by Company disclosing the existence and location of any Hazardous Materials in all areas within which Company will be performing. Should Company become aware of or suspect the presence of Hazardous Materials, Company may immediately stop work in the affected area and notify Customer. Customer will be responsible for correcting the condition in accordance with all applicable laws and regulations. Customer shall be exclusively responsible for and shall indemnify and hold harmless Company (including its employees, agents and subcontractors) from and against any loss, claim, liability, fees, penalties, injury (including death) or liability of any nature, and the payment thereof, arising out of or relating to any Hazardous Materials on or about the premises, not brought onto the premises by Company. Company shall be required to resume performance only in the absence of Hazardous Materials or when the affected area has been rendered harmless. In no event shall Company be obligated to transport or handle Hazardous Materials, provide any notices to any governmental agency, or examine the premises site for the presence of Hazardous Materials.


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15. Insurance. Company agrees to maintain the following Insurance during the term of this Agreement with limits not less than shown below and will, upon request from Customer, provide a Certificate of evidencing the following coverage:

Commercial General Liability	\$2,000,000 per occurrence
Automobile Liability	\$2,000,000 CSL
Workers Compensation	Statutory Limits

If Customer has requested to be named as an additional Insured under Company's Insurance policy, Company will do so but only subject to Company's manuscript additional insured endorsement under its primary Commercial General Liability policies. In no event does Company or its insurer waive rights of subrogation.

16. Force Majeure. Company's duty to perform under this Agreement is contingent upon the non-occurrence of an Event of Force Majeure. If Company is unable to carry out any material obligation under this Agreement due to an Event of Force Majeure, this Agreement shall at Company's election (i) remain in effect but Company's obligations shall be suspended until the uncontrollable event terminates or (ii) be terminated upon 10 days' notice to Customer, in which event Customer shall pay Company for all parts of the Services furnished to the date of termination. An "Event of Force Majeure" shall mean any cause or event beyond the control of Company. Without limiting the foregoing, "Event of Force Majeure" includes: acts of God; acts of terrorism, war or the public enemy; flood; earthquake; lightning; tornado; storm; fire; civil disobedience; pandemic; insurrections; riots; labor/labour disputes; labor/labour or material shortages from the usual sources of supply; sabotage; restraint by court order or public authority (whether valid or invalid), and action or non-action by or inability to obtain or keep in force the necessary governmental authorizations, permits, licenses, certificates or approvals if not caused by Company; and the requirements of any applicable government in any manner that diverts either the material or the finished product to the direct or indirect benefit of the government.

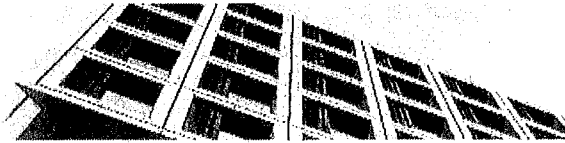
17. Maintenance Services Other Than Solely Scheduled Service. If Company's Maintenance Services hereunder are not limited solely to Scheduled Service, the following provisions shall also apply: (a) Required restoration shall be performed by Customer at its cost prior to Company being obligated to perform hereunder; (b) any changes, adjustments, service or repairs made to the Equipment by any party other than Company, unless approved by Company in writing, may, at Company's option, terminate Company's obligation to render further service to the Equipment so affected; in such case no refund of any portion of the Service Fees shall be made; and (c) Customer shall (i) promptly notify Company of any unusual performance of Equipment; (ii) permit only Company personnel to repair or adjust Equipment and/or controls during the Term or a Renewal Term; and (iii) utilize qualified personnel to properly operate the Equipment in accordance with the applicable operating manuals and recommended procedures.

18. General. Except as provided below, to the maximum extent provided by law, this Agreement is made and shall be interpreted and enforced in accordance with the laws of the state or province in which Company performs the Services. Any dispute arising under or relating to this Agreement shall be decided by litigation in a court of competent jurisdiction located in the state or province in which the Services are performed. To the extent the premises are owned and/or operated by any agency of the United States Federal Government, determination of any substantive issue of law shall be according to the United States Federal common law of Government contracts as enunciated and applied by United States Federal judicial bodies and boards of contract appeals of the United States Federal Government. This Agreement contains all of the agreements, representations and understandings of the parties and supersedes all previous understandings, commitments or agreements, oral or written, related to the Services. If any term or condition of this Agreement is invalid, illegal or incapable of being enforced by any rule of law, all other Terms of this Agreement will nevertheless remain in full force and effect as long as the economic or legal substance of the transaction contemplated hereby is not affected in a manner adverse to any party hereto. Customer may not assign, transfer, or convey this Agreement, or any part hereof, without the written consent of Company. Subject to the foregoing, this Agreement shall bind and inure to the benefit of the parties hereto and their permitted successors and assigns. This Agreement may be executed in several counterparts, each of which when executed shall be deemed to be an original, but all together shall constitute but one and the same Agreement. A fully executed facsimile copy hereof or the several counterparts shall suffice as an original. Customer may not assign, transfer, or convey this Agreement, or any part hereof, or its right, title or interest herein, without the written consent of Company. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of the parties' respective successors and assigns. No failure or delay by the Company in enforcing any right or exercising any remedy under this Agreement shall be deemed to be a waiver by the Company of any right or remedy.

19. Equal Employment Opportunity/Affirmative Action Clause. Company is a federal contractor that complies fully with Executive Order 11246, as amended, and the applicable regulations contained in 41 C.F.R. Parts 60-1 through 60-60, 29 U.S.C. Section 793 and the applicable regulations contained in 41 C.F.R. Part 60-741; and 38 U.S.C. Section 4212 and the applicable regulations contained in 41 C.F.R. Part 60-250 Executive Order 13496 and Section 29 CFR 471, appendix A to subpart A, regarding the notice of employee rights in the United States and with Canadian Charter of Rights and Freedoms Schedule B to the Canada Act 1982 (U.K.) 1982, c. 11 and applicable Provincial Human Rights Codes and employment law in Canada.

20. U.S. Government Services. The following provision applies only to direct sales by Company to the US Government. The Parties acknowledge that all items or services ordered and delivered under this Agreement are Commercial Items as defined under Part 12 of the Federal Acquisition Regulation (FAR). In particular, Company agrees to be bound only by those Federal contracting clauses that apply to "commercial" suppliers and that are contained in FAR 52.212-5(e)(1). Company complies with 52.219-8 or 52.219-9 in its service and installation contracting business. The following provision applies only to indirect sales by Company to the US Government. As a Commercial Item Subcontractor, Company accepts only the following mandatory flow down provisions: 52.219-8; 52.222-26; 52.222-35; 52.222-36; 52.222-39; 52.247-64. If the Services are in connection with a U.S. Government contract, Customer certifies that it has provided and will provide current, accurate, and complete information, representations, and certifications to all government officials, including but not limited to the contracting officer and officials of the Small Business Administration, on all matters related to the prime contract, including but not limited to all aspects of its ownership, eligibility, and performance. Anything herein notwithstanding, Company will have no obligations to Customer unless and until Customer provides Company with a true, correct and complete executed copy of the prime contract. Upon request, Customer will provide copies to Company of all requested written communications with any government official related to the prime contract prior to or concurrent with the execution thereof, including but not limited to any communications related to Customer's ownership, eligibility, or performance of the prime contract. Customer will obtain written authorization and approval from Company prior to providing any government official any information about Company's performance of the Services that are the subject of the Proposal or this Agreement, other than the Proposal or this Agreement.

21. Limited Waiver of Sovereign Immunity. If Customer is an Indian tribe (in the U.S.) or a First Nation or Band Council (in Canada), Customer, whether acting in its capacity as a government, governmental entity, a duly organized corporate entity or otherwise, for itself and for its agents, successors, and assigns: (1) hereby provides this limited waiver of its sovereign immunity as to any damages, claims, lawsuit, or cause of action (herein "Action") brought against Customer by Company and arising or alleged to arise out of the furnishing by Company of any product or service under this Agreement, whether such Action is based in contract, tort, strict liability, civil liability or any other legal theory; (2) agrees that jurisdiction and venue for any such Action shall be proper and valid (a) if Customer is in the U.S., in any state or United States court located in the state in which Company is performing this Agreement or (b) if Customer is in Canada, in the superior court of the province or territory in which the work was performed; (3) expressly consents to such Action, and waives any objection to jurisdiction or venue; (4) waives any requirement of exhaustion of tribal court or administrative remedies for any Action arising out of or related to this Agreement; and (5) expressly acknowledges and agrees that Company is not subject to the jurisdiction of Customer's tribal court or any similar tribal forum, that Customer will not bring any action against Company in tribal court, and that Customer will not avail itself of any ruling or direction of the tribal court permitting or directing it to suspend its payment or other obligations under this Agreement. The individual signing on behalf of Customer warrants and represents that such individual is duly authorized to provide this waiver and enter into this Agreement and that this Agreement constitutes the valid and legally binding obligation of Customer, enforceable in accordance with its terms.



SECURITY ADDENDUM

This Addendum shall be applicable to the sale, installation and use of Trane equipment and the sale and provision of Trane services. "Trane" shall mean Trane U.S. Inc. for sales and services in the United States, or Trane Canada ULC for sales and services in Canada.

1. **Definitions.** All terms used in this Addendum shall have the meaning specified in the Agreement unless otherwise defined herein. For the purposes of this Addendum, the following terms are defined as follows:

"Customer Data" means Customer account information as related to the Services only and does not include HVAC Machine Data or personal data. Trane does not require, nor shall Customer provide personal data to Trane under the Agreement. Such data is not required for Trane to provide its Equipment and/or Services to the Customer.

"Equipment" shall have the meaning set forth in the Agreement.

"HVAC Machine Data" means data generated and collected from the product or furnished service without manual entry. HVAC Machine Data is data relating to the physical measurements and operating conditions of a HVAC system, such as but not limited to, temperatures, humidity, pressure, HVAC equipment status. HVAC Machine Data does not include Personal Data and, for the purposes of this agreement, the names of users of Trane's controls products or hosted applications shall not be Personal Data, if any such user chooses to use his/her name(s) in the created accounts within the controls product (e.g., firstname.lastname@address.com). HVAC Machine Data may be used by Trane: (a) to provide better support services and/or products to users of its products and services; (b) to assess compliance with Trane terms and conditions; (c) for statistical or other analysis of the collective characteristics and behaviors of product and services users; (d) to backup user and other data or information and/or provide remote support and/or restoration; (e) to provide or undertake: engineering analysis; failure analysis; warranty analysis; energy analysis; predictive analysis; service analysis; product usage analysis; and/or other desirable analysis, including, but not limited to, histories or trends of any of the foregoing; and (f) to otherwise understand and respond to the needs of users of the product or furnished service. "Personal Data" means data and/or information that is owned or controlled by Customer, and that names or identifies, or is about a natural person, such as: (i) data that is explicitly defined as a regulated category of data under any data privacy laws applicable to Customer; (ii) non-public personal information ("NPI") or personal information ("PI"), such as national identification number, passport number, social security number, social insurance number, or driver's license number; (iii) health or medical information, such as insurance information, medical prognosis, diagnosis information, or genetic information; (iv) financial information, such as a policy number, credit card number, and/or bank account number; (v) personally identifying technical information (whether transmitted or stored in cookies, devices, or otherwise), such as IP address, MAC address, device identifier, International Mobile Equipment Identifier ("IMEI"), or advertising identifier; (vi) biometric information; and/or (vii) sensitive personal data, such as, race, religion, marital status, disability, gender, sexual orientation, geolocation, or mother's maiden name.

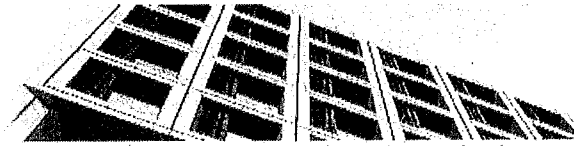
"Security Incident" shall refer to (i) a compromise of any network, system, application or data in which Customer Data has been accessed or acquired by an unauthorized third party; (ii) any situation where Trane reasonably suspects that such compromise may have occurred; or (iii) any actual or reasonably suspected unauthorized or illegal Processing, loss, use, disclosure or acquisition of or access to any Customer Data.

"Services" shall have the meaning set forth in the Agreement.

2. **HVAC Machine Data: Access to Customer Extranet and Third Party Systems.** If Customer grants Trane access to HVAC Machine Data via web portals or other non-public websites or extranet services on Customer's or a third party's website or system (each, an "Extranet"), Trane will comply with the following:
 - a. **Accounts.** Trane will ensure that Trane's personnel use only the Extranet account(s) designated by Customer and will require Trane personnel to keep their access credentials confidential.
 - b. **Systems.** Trane will access the Extranet only through computing or processing systems or applications running operating systems managed by Trane that include: (i) system network firewalls; (ii) centralized patch management; (iii) operating system appropriate anti-malware software; and (iv) for portable devices, full disk encryption.
 - c. **Restrictions.** Unless otherwise approved by Customer in writing, Trane will not download, mirror or permanently store any HVAC Machine Data from any Extranet on any medium, including any machines, devices or servers.
 - d. **Account Termination.** Trane will terminate the account of each of Trane's personnel in accordance with Trane's standard practices after any specific Trane personnel who has been authorized to access any Extranet (1) no

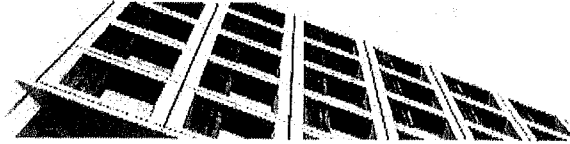

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- longer needs access to HVAC Machine Data or (2) no longer qualifies as Trane personnel (e.g., the individual leaves Trane's employment).
- e. Third Party Systems. Trane will provide Customer prior notice before it uses any third party system that stores or may otherwise have access to HVAC Machine Data, unless (1) the data is encrypted and (2) the third party system will not have access to the decryption key or unencrypted "plain text" versions of the HVAC Machine Data.
 3. Customer Data; Confidentiality. Trane shall keep confidential, and shall not access or use any Customer Data and information that is marked confidential or by its nature is considered confidential ("Customer Confidential Information") other than for the purpose of providing the Equipment and Services, and will disclose Customer Confidential Information only: (i) to Trane's employees and agents who have a need to know to perform the Services, (ii) as expressly permitted or instructed by Customer, or (iii) to the minimum extent required to comply with applicable law, provided that Trane (1) provides Customer with prompt written notice prior to any such disclosure, and (2) reasonably cooperate with Customer to limit or prevent such disclosure.
 4. Customer Data; Compliance with Laws. Trane agrees to comply with laws, regulations governmental requirements and industry standards and practices relating to Trane's processing of Customer Confidential Information (collectively, "Laws").
 5. Customer Data; Information Security Management. Trane agrees to establish and maintain an information security and privacy program, consistent with applicable HVAC equipment industry practices that complies with this Addendum and applicable Laws ("**Information Security Program**"). The Information Security Program shall include appropriate physical, technical and administrative safeguards, including any safeguards and controls agreed by the Parties in writing, sufficient to protect Customer systems, and Customer's Confidential Information from unauthorized access, destruction, use, modification or disclosure. The Information Security Program shall include appropriate, ongoing training and awareness programs designed to ensure that Trane's employees and agents, and others acting on Trane's, behalf are aware of and comply with the Information Security Program's policies, procedures, and protocols.
 6. Monitoring. Trane shall monitor and, at regular intervals consistent with HVAC equipment industry practices, test and evaluate the effectiveness of its Information Security Program. Trane shall evaluate and promptly adjust its Information Security Program in light of the results of the testing and monitoring, any material changes to its operations or business arrangements, or any other facts or circumstances that Trane knows or reasonably should know may have a material impact on the security of Customer Confidential Information, Customer systems and Customer property.
 7. Audits. Customer acknowledges and agrees that the Trane SOC2 audit report will be used to satisfy any and all audit/inspection requests/requirements by or on behalf of Customer. Trane will make its SOC2 audit report available to Customer upon request and with a signed nondisclosure agreement.
 8. Information Security Contact. Trane's information security contact is Local Sales Office.
 9. Security Incident Management. Trane shall notify Customer after the confirmation of a Security Incident that affects Customer Confidential Information, Customer systems and Customer property. The written notice shall summarize the nature and scope of the Security Incident and the corrective action already taken or planned.
 10. Threat and Vulnerability Management. Trane regularly performs vulnerability scans and addresses detected vulnerabilities on a risk basis. Periodically, Trane engages third-parties to perform network vulnerability assessments and penetration testing. Vulnerabilities will be reported in accordance with Trane's cybersecurity vulnerability reported process. Trane periodically provides security updates and software upgrades.
 11. Security Training and Awareness. New employees are required to complete security training as part of the new hire process and receive annual and targeted training (as needed and appropriate to their role) thereafter to help maintain compliance with Security Policies, as well as other corporate policies, such as the Trane Code of Conduct. This includes requiring Trane employees to annually re-acknowledge the Code of Conduct and other Trane policies as appropriate. Trane conducts periodic security awareness campaigns to educate personnel about their responsibilities and provide guidance to create and maintain a secure workplace.
 12. Secure Disposal Policies. Trane will maintain policies, processes, and procedures regarding the disposal of tangible and intangible property containing Customer Confidential Information so that wherever possible, Customer Confidential Information cannot be practicably read or reconstructed.

**TRANE**

13. Logical Access Controls. Trane employs internal monitoring and logging technology to help detect and prevent unauthorized access attempts to Trane's corporate networks and production systems. Trane's monitoring includes a review of changes affecting systems' handling authentication, authorization, and auditing, and privileged access to Trane production systems. Trane uses the principle of "least privilege" (meaning access denied unless specifically granted) for access to customer data.
14. Contingency Planning/Disaster Recovery. Trane will implement policies and procedures required to respond to an emergency or other occurrence (i.e. fire, vandalism, system failure, natural disaster) that could damage Customer Data or any system that contains Customer Data. Procedures include the following
 - (i) Data backups; and
 - (ii) Formal disaster recovery plan. Such disaster recovery plan is tested at least annually.
15. Return of Customer Data. If Trane is responsible for storing or receiving Customer Data, Trane shall, at Customer's sole discretion, deliver Customer Data to Customer in its preferred format within a commercially reasonable period of time following the expiration or earlier termination of the Agreement or, such earlier time as Customer requests, securely destroy or render unreadable or undecipherable each and every original and copy in every media of all Customer's Data in Trane's possession, custody or control no later than [90 days] after receipt of Customer's written instructions directing Trane to delete the Customer Data.
16. Background Checks Trane shall take reasonable steps to ensure the reliability of its employees or other personnel having access to the Customer Data, including the conducting of appropriate background and/or verification checks in accordance with Trane policies.
17. DISCLAIMER OF WARRANTIES. EXCEPT FOR ANY APPLICABLE WARRANTIES IN THE AGREEMENT, THE SERVICES ARE PROVIDED "AS IS", WITH ALL FAULTS, AND THE ENTIRE RISK AS TO SATISFACTORY QUALITY, PERFORMANCE, ACCURACY AND EFFORT AS TO SUCH SERVICES SHALL BE WITH CUSTOMER. TRANE DISCLAIMS ANY AND ALL OTHER EXPRESS OR IMPLIED REPRESENTATIONS AND WARRANTIES WITH RESPECT TO THE SERVICES AND THE SERVICES PROVIDED HEREUNDER, INCLUDING ANY EXPRESS OR IMPLIED WARRANTY OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR THAT THE SERVICES WILL OPERATE ERROR-FREE OR UNINTERRUPTED OR RETURN/RESPONSE TO INQUIRIES WITHIN ANY SPECIFIC PERIOD OF TIME.

October 2024
Supersedes: November 2023v2

**TRANE**

APPENDIX

SERVICE BEST PRACTICES

Trane is completely dedicated to making buildings better. The ongoing pursuit of better buildings, using our long-term domain expertise to push new technologies into everyday use, keeps us at the forefront of the industry.

In addition to the services details in the agreement above, we take practical steps every day to ensure our approach is safe and efficient.

SAFETY

Since 2003, U.S. Bureau of Labor Statistics records have consistently shown the Total Recordable Incident Rate (TRIR) and Days Away From Work (DAFW) for Trane have been significantly lower than those for HVAC repair and maintenance contractors and specialty trade contractors (construction). The company's safety culture in America is unparalleled in the building service industry, with proven results in the continuous reduction of injury rates. Trane incident rates (OSHA) are consistently 50 to 70 percent below the industry average.

A wide range of safety training and resources are available to Trane technicians, including:

- Safety training—20 hours per year
- Electrical safety—NFPA 70E compliant, electrical PPE
- Fall protection
- Ergonomics
- USDOT compliance
- Refrigerant management training

ENVIRONMENTAL PRACTICES

Trane policies and procedures are compliant with all federal and state regulations. Refrigerant (and substitutes) handling, storage and leak repair processes are compliant with Environmental Protection Agency regulation 40 CFR Part 82. Service technicians are Universal-certified and use only certified recovery equipment

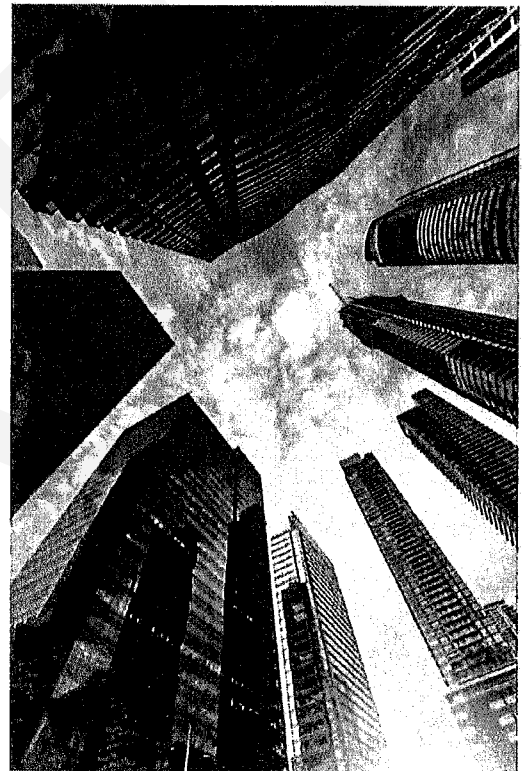
Refrigerant Management Software (RMS) captures, manages and reports all refrigerant activity at your site. Annually, Trane will send you a report documenting all refrigerant activity that we performed for each piece of equipment during the past 12 months

Trane adheres to all environmental regulations when removing used oil from refrigeration units.

CONSISTENCY

Nationwide, Trane technicians follow documented, formal processes that ensure uniform service delivery. As an OEM, Trane has developed exclusive service procedures which provide the most reliable outcomes, and extended equipment longevity, at the most cost-effective price.

- Exclusive service work flow processes provide detailed steps and information encompassing parts, materials, tools and sequence of execution
- Additional steps addressing safety, quality control, work validation and environmental compliance
- Technicians must consistently reference documented processes to ensure no critical steps are skipped or omitted
- Applicable service processes meet or exceed ASHRAE 180-2008 Standard Practice for Inspection and Maintenance of Commercial Building HVAC Systems




TRANE


CUSTOMER SERVICE FLOWS

The following Customer Service Flows provide additional service description detail for Covered Equipment. Note: There may be differences per the agreement in the work being performed between sites and the equipment on those sites. This section clarifies differences in the work being performed between sites and the equipment on those sites:

Service 1: Intellipak Coil Cleaning

Description

- Customer Notification
- Unitary Visual Equipment Inspection
- Lock Out Tag Out (Standard)
- Condenser Coil Cleaning
- Remove Lock Out Tag Out

Service 2: Intellipak Filter Change

Description

- Unitary Visual Equipment Inspection
- Lock Out Tag Out (Standard)
- Filter Inspection And Change
- Remove Lock Out Tag Out
- Return Unit to Normal Operation

Service 3: Intellipak Rooftop Cooling Pre-Season Annual Start Up

Description

- Unitary Visual Equipment Inspection
- Lock Out Tag Out
- Supply Fan Inspection-IPAK/VOY
- Power Exhaust Fan Inspection (Intellipak)
- Start Up Condenser Fan Check (Per Fan)
- Condensate Drip Pan Treatment
- Meg Compressor Motor - IPAK/VOY
- Meg Supply Fan Without VFD
- Meg Power Exhaust Without VFD
- Electrical Inspection
- Remove Lock Out Tag Out and Restore Power
- Check Damper (Intellipak)
- Start Up Seasonal Cooling
- Manual Log With Electronic Device

Service 4: Intellipak Rooftop Natural Gas Heat Pre-Season Annual Start Up)

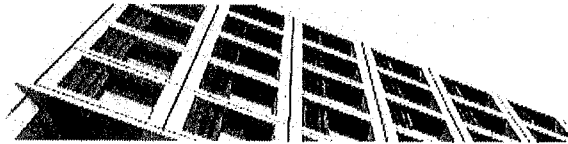
Description

- Unitary Visual Equipment Inspection
- Lock Out Tag Out
- Supply Fan Inspection-IPAK/VOY
- Power Exhaust Fan Inspection (Intellipak)
- Condensate Drip Pan Treatment
- Electrical Inspection
- Remove Lock Out Tag Out and Restore Power
- Check Damper (Intellipak)
- Seasonal Heating Check (Natural Gas/Propane) Modulating Heat
- Manual Log With Electronic Device

Linkage - Rotterdam Town Hall SA Renewal
Proposal ID: 7588842



TRANE



Service 6: Precedent Filter Change

Description

- Unitary Visual Equipment Inspection
- Lock Out Tag Out (Standard)
- Filter Inspection And Change
- Remove Lock Out Tag Out
- Return Unit to Normal Operation

Service 7: Precedent Cooling Pre-Season Annual Start-Up

Description

- Unitary Visual Equipment Inspection
- Supply Fan Inspection Including LOTO
- Bearing Lubrication
- Check Damper
- Condensate Drip Pan Treatment
- Meg Supply Fan Without VFD
- Meg Compressor Motor
- Electrical Inspection
- Condenser Fan Check (Unitary)
- Start Up Seasonal Cooling

Service 8: Precedent Heating Pre-Season Annual Start-Up

Description

- Unitary Visual Equipment Inspection
- Supply Fan Inspection Including LOTO
- Bearing Lubrication
- Check Damper
- Start Up Seasonal Heating (Gas)

Service 9: Precedent Condenser Coil Cleaning

Description

- Customer Notification
- Unitary Visual Equipment Inspection
- Lock Out Tag Out (Standard)
- Condenser Coil Cleaning
- Remove Lock Out Tag Out

RESOLUTION NO. 442.24**TO AUTHORIZE CHANGE ORDER NO. 1 WITH PHOENIX FENCE LLC FOR THE
FENCING AT WOESTINA PARK CHALLENGERS FIELD****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 authorizes the Supervisor to negotiate and execute Change Order No. 1 with Phoenix Fence LLC, located at 11071 Mariaville Road, Pattersonville, NY 12137, for the supply and installation of four additional 5' wide gates at the Woestina Park Challengers Field as described in the email dated 11/20/2024, in the amount not to exceed five hundred and 00/100 (\$500.00) dollars.

SECTION 2. This resolution shall become effective November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 20, 2024

TO: Town Board

FROM: James Keith, Senior Building Inspector

TITLE OF REQUEST: Woestina Park- Fence Install and Relocation of existing Fence
Change Order #1

TOWN BOARD MEETING: November 26, 2024

Background Information: Phoenix Fence installed fencing at Woestina Park and relocated existing fencing.

Evaluation/Analysis: A proposal for 4 additional 5' wide gates to be installed.

Recommendation(s): I recommend that the Town Board approve the quote by Phoenix Fence date November 20, 2024 in the amount of \$500.

Attachment/Document(s): E-mail from Phoenix Fence and Invoice.

Compliance with Purchasing Policy: Yes

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

LEGISLATION WILL BE PREPARED BY: Supervisor's Office

Megan Griffin

From: Robert Brockway <phoenixfencingllc@gmail.com>
Sent: Wednesday, November 20, 2024 9:10 AM
To: Tammy Whelan
Subject: Whoestina park change wo

We install four additional 5' wide gates. No tax and at PW for \$500.

Robert Brockway
3rd Generation Fence Installer
Phoenix Fence
518-646-3293

RESOLUTION NO. 443.24**TO AMEND RESOLUTION 296.21 RELATING TO THE USE OF ARPA FUNDS**

WHEREAS, by Resolution No. 369.23 adopted on December 13, 2023, the Town Board voted in favor of amending Section 1 of Resolution 296.21 to read in its entirety as follows:

"SECTION 1. The Town Board of the Town of Rotterdam, upon recommendation from the Director of Finance, does hereby accept the American Rescue Plan Act (ARPA) funds (into line A 4989 4989 00 (Fed Aid)) for use in support of 2021 expenses outside the initial budget with expenditures designated toward the purchase of 210 Phillips Road (\$260,000.00) and 212 Phillips Road (\$215,000.00) for the future use as Town parkland (total of \$475,000.00) paid from line A7110 4153 (Parks Improvements); and to fund the improvements to Sewer District 7 Extension 2 (\$415,000.00) paid from Capital Project - H131 (Carmen Rd Sewer SD7 Ext 2); and to fund the leak detection work, valve/hydrant(s) assessment, lead service/pipe inventory, redundant source evaluation, and consolidation review for Water Districts 3 and 4 (\$136,700.00) paid from the fund line W38310 4850 (Water District 3, Engineering Consultant); and to fund the replacement of the asbestos concrete water main on Rt. 5S, paid from the fund line H132 Route 5S Safety Improvements (\$1,200,000.00); and to fund the purchase of one Ford F-250 Pickup Truck for the Wastewater Treatment Plant paid from the fund lines S28130 2000 (\$44,965.61) and S28120 2000 (\$14,988.54) (\$59,954.15); and to fund the Special Improvements Area Curry Road Sewer Improvement Project paid from the fund line H125 Capital Projects (\$100,000.00); and to fund the Sartoli Avenue and Rome Avenue Drainage Improvements Project paid from the fund line H126 Capital Projects (\$150,000.00); and to fund the repairs to the Route 5S Fire Hydrants paid from the fund line H132 - Route 5S Safety Improvements Capital Projects (\$75,000.00); and to fund the purchase of Police Vehicles paid from the fund line A3120 2010 Patrol Vehicles (\$175,000.00); and to fund the Salt Storage and Yard Waste Processing Facility project paid from the fund line H107 Highway Salt Shed (\$250,000.00), and to fund the Kiwanis International Park Waterfront Access Improvement Project paid from fund line H133 Kiwanis Boat Launch (\$31,240.46); and

WHEREAS, the Town Board of the Town of Rotterdam desires to authorize designation of \$12,516.73 of funds received pursuant to the American Rescue Plan Act (ARPA) to the Rotterdam Preserve Master Plan; **NOW**

THEREFORE, UPON MOTION OF Councilmember _____,
seconded by Councilmember _____,

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. Section 1 of Resolution 296.21 is hereby amended to read in its entirety as follows:

"SECTION 1. The Town Board of the Town of Rotterdam, upon recommendation from the Director of Finance, does hereby accept the American Rescue Plan Act (ARPA) funds (into line A 4989 4989 00 (Fed Aid)) for use in support of 2021 expenses outside the initial budget with expenditures designated toward the purchase of 210 Phillips Road (\$260,000.00) and 212 Phillips Road (\$215,000.00) for the future use as Town parkland (total of \$475,000.00) paid from line A7110 4153 (Parks Improvements); and to fund the improvements to Sewer District 7 Extension 2 (\$415,000.00) paid from Capital Project - H131 (Carmen Rd Sewer SD7 Ext 2); and to fund the leak detection work, valve/hydrant(s) assessment, lead service/pipe inventory, redundant source evaluation, and consolidation review for Water Districts 3 and 4 (\$136,700.00) paid from the fund line W38310 4850 (Water District 3, Engineering Consultant); and to fund the replacement of the asbestos concrete water main on Rt. 5S, paid from the fund line H132 Route 5S Safety Improvements (\$1,200,000.00); and to fund the purchase of one Ford F-250 Pickup Truck for the Wastewater Treatment Plant paid from the fund lines S28130 2000 (\$44,965.61) and S28120 2000 (\$14,988.54) (\$59,954.15); and to fund the Special Improvements Area Curry Road Sewer Improvement Project paid from the fund line H125 Capital Projects (\$100,000.00); and to fund the Sartoli Avenue and Rome Avenue Drainage Improvements Project paid from the fund line H126 Capital Projects (\$150,000.00); and to fund the repairs to the Route 5S Fire Hydrants paid from the fund line H132 - Route 5S Safety Improvements Capital Projects (\$75,000.00); and to fund the purchase of Police Vehicles paid from the fund line A3120 2010 Patrol Vehicles (\$175,000.00); and to fund the Salt

Storage and Yard Waste Processing Facility project paid from the fund line H107 Highway Salt Shed (\$250,000.00), and to fund the Kiwanis International Park Waterfront Access Improvement Project paid from fund line H133 Kiwanis Boat Launch (\$31,240.46), and to fund the Senior Center Parking Lot Improvements Project paid from fund line A6772 2005 Equipment/Paving (\$40,000.00); and to fund the Rotterdam Preserve Master Plan paid from the fund line A7110 4153 Parks Improvements (\$12,516.73).

SECTION 2. 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	A 909	FROM: Fund Balance	-\$12,516.73
General	A7110 4153	INTO: Parks Impvmts.	+\$12,516.73

SECTION 3. This resolution shall become effective November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

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: November 22, 2024

TO: Town Board

FROM: Alison Grace, Comptroller

TITLE OF REQUEST: Authorize designation of ARPA funds towards the Rotterdam Preserve Master Plan

TOWN BOARD MEETING: November 26, 2024

Background Information: The Comptroller's office is requesting the authorization to designate \$12,516.73 in ARPA funds to help fund the Rotterdam Preserve Master Plan trail systems.

Evaluation/Analysis: The Town of Rotterdam to date has committed \$3,061,627.87 of the total ARPA funding of \$3,074,144.60 leaving a balance of \$0. All ARPA funds will be fully committed before the deadline of 12/31/2024.

Recommendation(s): Authorize the designation of \$12,516.73 in ARPA funds to help fund the Rotterdam Preserve trail systems.

Attachment/Document(s): Budget Transfer & Resolution 382.24 for previous reference to amending ARPA funds.

Compliance with Purchasing Policy: N/A

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

LEGISLATION WILL BE PREPARED BY: Supervisors Office

TOWN OF ROTTERDAM

November 26, 2024

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



BUDGET REQUEST

DATE: November 22, 2024

TO: Mollie A. Collins, Town Supervisor

FROM: Alison Grace, Town Comptroller

TITLE OF REQUEST: Budget Transfer – ARPA Rotterdam Preserve Trail Systems

TOWN BOARD MEETING: November 26, 2024

<u>Fund</u>	<u>Account</u>	<u>Title</u>	<u>Amount</u>
General	A-909	FROM Fund Balance	\$(12,516.73)
General	A7110-4153	TO General Parks Improvements	\$ 12,516.73

At the Special 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, October 2, 2024 at 7:00 p.m., the following resolution was duly adopted:

RESOLUTION NO. 382.24

TO AMEND RESOLUTION 296.21 RELATING TO THE USE OF ARPA FUNDS

WHEREAS, by Resolution No. 369.23 adopted on December 13, 2023, the Town Board voted in favor of amending Section 1 of Resolution 296.21 to read in its entirety as follows:

"SECTION 1. The Town Board of the Town of Rotterdam, upon recommendation from the Director of Finance, does hereby accept the American Rescue Plan Act (ARPA) funds (into line A 4989 4989 00 (Fed Aid)) for use in support of 2021 expenses outside the initial budget with expenditures designated toward the purchase of 210 Phillips Road (\$260,000.00) and 212 Phillips Road (\$215,000.00) for the future use as Town parkland (total of \$475,000.00) paid from line A7110 4153 (Parks Improvements); and to fund the improvements to Sewer District 7 Extension 2 (\$415,000.00) paid from Capital Project - H131 (Carmen Rd Sewer SD7 Ext 2); and to fund the leak detection work, valve/hydrant(s) assessment, lead service/pipe inventory, redundant source evaluation, and consolidation review for Water Districts 3 and 4 (\$136,700.00) paid from the fund line W38310 4850 (Water District 3, Engineering Consultant); and to fund the replacement of the asbestos concrete water main on Rt. 5S, paid from the fund line H132 Route 5S Safety Improvements (\$1,200,000.00); and to fund the purchase of one Ford F-250 Pickup Truck for the Wastewater Treatment Plant paid from the fund lines S28130 2000 (\$44,965.61) and S28120 2000 (\$14,988.54) (\$59,954.15); and to fund the Special Improvements Area Curry Road Sewer Improvement Project paid from the fund line H125 Capital Projects (\$100,000.00); and to fund the Sartoli Avenue and Rome Avenue Drainage Improvements Project paid from the fund line H126 Capital Projects (\$150,000.00); and to fund the repairs to the Route 5S Fire Hydrants paid from the fund line H132 - Route 5S Safety Improvements Capital Projects (\$75,000.00); and to fund the purchase of Police Vehicles paid from the fund line A3120 2010 Patrol Vehicles (\$175,000.00); and to fund the Salt Storage and Yard Waste Processing Facility project paid from the fund line H107 Highway Salt Shed (\$250,000.00),

and to fund the Kiwanis International Park Waterfront Access Improvement Project paid from fund line H133 Kiwanis Boat Launch (\$31,240.46); and

WHEREAS, the Town Board of the Town of Rotterdam desires to authorize designation of \$40,000.00 of funds received pursuant to the American Rescue Plan Act (ARPA) to the Senior Center Parking Lot Improvements Project; **NOW**

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

BE IT RESOLVED BY THE TOWN BOARD AS FOLLOWS:

SECTION 1. Section 1 of Resolution 296.21 is hereby amended to read in its entirety as follows:

"SECTION 1. The Town Board of the Town of Rotterdam, upon recommendation from the Director of Finance, does hereby accept the American Rescue Plan Act (ARPA) funds (into line A 4989 4989 00 (Fed Aid)) for use in support of 2021 expenses outside the initial budget with expenditures designated toward the purchase of 210 Phillips Road (\$260,000.00) and 212 Phillips Road (\$215,000.00) for the future use as Town parkland (total of \$475,000.00) paid from line A7110 4153 (Parks Improvements); and to fund the improvements to Sewer District 7 Extension 2 (\$415,000.00) paid from Capital Project - H131 (Carmen Rd Sewer SD7 Ext 2); and to fund the leak detection work, valve/hydrant(s) assessment, lead service/pipe inventory, redundant source evaluation, and consolidation review for Water Districts 3 and 4 (\$136,700.00) paid from the fund line W38310 4850 (Water District 3, Engineering Consultant); and to fund the replacement of the asbestos concrete water main on Rt. 5S, paid from the fund line H132 Route 5S Safety Improvements (\$1,200,000.00); and to fund the purchase of one Ford F-250 Pickup Truck for the Wastewater Treatment Plant paid from the fund lines S28130 2000 (\$44,965.61) and S28120 2000 (\$14,988.54) (\$59,954.15); and to fund the Special Improvements Area Curry Road Sewer Improvement Project paid from the fund line H125 Capital Projects (\$100,000.00); and to fund the Sartoli Avenue and Rome Avenue Drainage Improvements Project paid from the fund line H126 Capital Projects (\$150,000.00); and to fund the repairs to the Route 5S Fire Hydrants paid from the fund line H132 - Route 5S Safety

Improvements Capital Projects (\$75,000.00); and to fund the purchase of Police Vehicles paid from the fund line A3120 2010 Patrol Vehicles (\$175,000.00); and to fund the Salt Storage and Yard Waste Processing Facility project paid from the fund line H107 Highway Salt Shed (\$250,000.00), and to fund the Kiwanis International Park Waterfront Access Improvement Project paid from fund line H133 Kiwanis Boat Launch (\$31,240.46), and to fund the Senior Center Parking Lot Improvements Project paid from fund line A6772 2005 Equipment/Paving (\$40,000.00).

SECTION 2. 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	A 909	FROM: Fund Balance	-\$40,000.00
General	A6772 2005	INTO: Equip/Paving	+\$40,000.00

SECTION 3. This resolution shall become effective October 2, 2024.

DATED: October 2, 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 Special Meeting of the Town of Rotterdam on October 2, 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 October 3, 2024.

Diane M. Marco

Diane M. Marco, Town Clerk



RESOLUTION NO. 444.24**TO ACCEPT THE ROTTERDAM PRESERVE MASTER PLAN**

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 accepts the Rotterdam Preserve Master Plan, for the consideration of implementing a proposed passive recreational use trail system, to be executed in phases over time.

SECTION 2. This resolution shall become effective on November 26, 2024.

DATED: November 26, 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

November 26, 2024



LEGISLATIVE REQUEST FORM

DATE: November 21, 2024

TO: Mollie Collins – Town Supervisor

FROM: Peter Comenzo – Senior Planner *PC*

TITLE OF REQUEST: Rotterdam Preserve Master Plan

TOWN BOARD MEETING: November 26, 2024

Background Information: The Town has been working with Schenectady County Soil and Water Conservation District (SWCD) and the Environmental Clearinghouse of Schenectady (ECOS) to develop a trail system for passive recreational uses within the boundary of the Town owned lands bounded by the Mohawk Hudson Trail, Mabie Lane, Pan Am Railway/State Route 5s, and Scrafford Lane.

Evaluation/Analysis: The Town currently owns two contiguous parcels in Rotterdam Jct. opposite SI Group, totaling approximately 102 acres. The area is currently used informally by motorized vehicles, including ATV's and the pond used by fisherman and swimmers in the summer. Designation of this property as a passive use preserve and establishment of a formal trail would enhance the recreational opportunities for the Town.

Recommendation(s): The Town Board should adopt a formal master plan which would allow staff to move forward towards implementation of the proposed passive recreational use trail system.

Attachment/Document(s): Preserve Master Plan
Preserve Trail Report
Photo of proposed parking area

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): None

LEGISLATION WILL BE PREPARED BY: Supervisor's Office

ROTTERDAM PRESERVE MASTER PLAN

Background

The site of the proposed Rotterdam Preserve is composed of 102 acres containing forest, wetlands and ponds. The parcel is bounded on the north and northwest by the Pan Am Railway, on the south by the Mohawk Hudson Hike-Bike Trail and old Erie Canal, on the east by Mabie Lane and on the west by Scrafford Lane.

The site had been mined for sand and gravel since the 1940's. Active mining ceased on or about 1979. At that point, previous owners were unsuccessful in obtaining the necessary permits to continue mining.

Town Acquisition

In 1992, through an agreement between Schenectady International (SI) and Bonded Concrete (Bonded), the site was purchased by SI and deeded to the Town of Rotterdam for purposes of "aquifer protection and recreational uses". While there appeared to be an unsubstantiated belief by some that Bonded retained "mineral rights" to the site, in 2023 the Town Attorney confirmed that no such rights exist. Further, the deed clearly restricts "site excavations".

Initial Use Plan

Given that the site overlies a portion of the Schenectady Aquifer (the Great Flats Aquifer), and the deed restrictions, it was determined by the Town that the site would best serve Town residents as park land. The first iteration was for a Town Park that included a picnic area, nature education center, beach, basketball/tennis courts and a boardwalk. This never proceeded further than a 1993 written plan.

2023 Site Review

In the later part of 2023, the Rotterdam Conservation Advisory Council (CAC) began discussions regarding open space and passive use trails within the Town. A volunteer from the Environment Clearing House of Schenectady (ECOS) with a trail construction background, conducted a site visit at the parcel. A detailed report was subsequently issued proposing a 3+ mile trail system (attached). This report was shared with the Town Supervisor, Town Planner and the CAC.

As a result of this report, and an interest in passive use of Town owned property, a site visit was conducted by Town officials and Board Members, along with members of ECOS, the CAC, and the Schenectady County Soil & Water District.

There are several informal trails throughout the parcel, and it is apparent that the site is currently used for hiking, mountain biking and fishing. Ducks, geese and other birds were observed during this visit, along with a few fishermen. There was also evidence of car top boats being launched on the pond system.

Proposed Use Plan

Based on this site visit, a committee was formed under the leadership of the Town Planner. This committee is composed of the Executive Director of the Soil & Water Conservation District, the President of ECOS, a CAC member, CAC Town Board Member liaisons and a Rotterdam Jct. resident. In addition, all meeting minutes were shared with CAC leadership.

It is thought that once established, it is proposed that ongoing trail maintenance would be accomplished through various user groups, and through a Trail Steward program similar to the program established by Schenectady County Soil & Water.

Through a series of committee meetings, a Work Plan was developed. The Work Plan, with Budget, is included.

ATTACHMENT

ROTTERDAM PRESERVE - WORK PLAN & BUDGET

Phase 1 Work Plan

Trailheads

- Mabie Lane
 - The Town Planner and Town Engineer have identified a parcel suitable for parking. Photo attached.
 - The parking will be designed to accommodate up to five cars.
 - We propose a base be laid prior to the end of calendar year 2024, to allow settling.
 - A trailhead sign will be installed. The sign can be done either in-house by the Town Sign Shop, or out sourced.
 - A trail will be cut from this trailhead to the “main” trail.
- Scrafford Lane
 - Do to limited parking, this trailhead may be pedestrian only, and serve residents of that area of Rotterdam Jct.
 - A trailhead sign will be installed. The sign can be done either in-house by the Town Sign Shop, or out sourced.

Trail System

- The main trail currently exists. There is one area where volunteers will cut a “shoulder” trail around a muddy area.
- Access points will be located at Mabie Lane, Scrafford Land and from the Mohawk Hudson Hike-Bike Trail.
- The trail system will be mapped & flagged. Trail markers will then be installed.
- Perimeter signage will be installed identify the Preserve borders, and outlining both prohibited & acceptable uses.
- Construction of a “box bridge” over a small, wet area. The bridge will be approximately 8’ by 3’. The 3’ width is proposed to discourage motorized vehicles.

Uses

- The Committee is proposing allowable and prohibited uses similar to the Plotter Kill (Town of Rotterdam) and Indian Kill (Town of Glenville) Preserves.

- Allowable Uses: hiking, nature study, fishing, picnicking, cross country skiing, and snowshoeing. Some collecting for nature studies (except for those on the NYS List of Protected Species) may be authorized by special permission of the Town Parks Department.
- Prohibited Uses: hunting, trapping, discharge of firearms or other weapons, operation of both gas and electric motorized vehicles (except for maintenance), fires, camping, littering, dumping, unauthorized construction, unauthorized wood cutting, and mutilation or destruction of natural features.

Phase 2 Work Plan

- Determine feasibility of launching car top boats at the termination of an old tote road.

Phase 1 Budget

<u>Item</u>	<u>Cost</u>
Mabie Lane trailhead engineering design & survey	\$9,050
Mabie Lane trailhead base stone layer	\$25,000 (approx.)
Mabie Lane trailhead sign	TBD
Cut trail from Mabie Lane trailhead to main trail	volunteer
Scrafford Lane trailhead sign	TBD
Trail system shoulder trail	volunteer
Trail system mapping, flagging and marking	volunteer
Perimeter signage installation	volunteer
Trail markers per 100	\$254
Perimeter signage per 100	\$303 +1 time \$25
8' X 3' box bridge material	\$300
8' X 3' box bridge construction	Town Carpenter

Potential Rotterdam Junction Trail System

Summary 102 ACRES

A 78-acre parcel of land owned by the town of Rotterdam is under evaluation to become a town park, with the potential for a trail system. In my judgment, this parcel offers an excellent opportunity for >3 mile trail system amenable to hiking, trail running, mountain biking, and cross-country skiing. An existing network of unofficial trails requires minimal improvements for sustainability, and additional small loops can be created with relative ease.

Location

The parcel of interest is bounded by the Pan-Am Southern railroad line on the east, the Mohawk-Hudson bike path on the west, and Mabie Lane on the south. Small portions of land within the boundaries are owned by Schenectady International and National Grid. This location is shown below, along with a gps track from the author on 12/9/2023.



Open Streets map of potential park

The image below shows the same gps track overlaid on the satellite imagery. Tax map parcel boundaries from simsgis.org are shown in blue (parcel 20.-2-14.1).



Satellite image of potential park with gps track in orange, and tax map parcel boundaries in blue.

General Characterization

Much of the land is a former quarry, and the terrain reflects this topology. Areas are relatively flat, and many sloped areas are terraced. The soil is generally sandy glacial till. The area includes several ponds connected by small streams. The largest pond fills the southeast quadrant of the parcel.

The railroad line sits atop a steep embankment, which extends down to the eastern shore of the large pond. This embankment would make routing trails south or east of the pond impractical.

An existing unofficial atv trail spans the entire north-south length of the land with a gap in the center. Strava.com heatmaps indicate that the gap in the center is at times passable, but was underwater on 12/9/2023. Higher ground to the west can be used to make the trails continuous.

Access

The bike path would allow easy access to trails from the west side for bike or foot traffic. Such access trails currently exist at multiple points, with the trail approximately 0.4 mile north of Mabie Road showing the most heavy use.

At the northern end, Scaffold Lane allows access to the bike path near the new tunnel under the railroad. A trail exists from the bike path to the northern end of the current atv trail. No parking is available at the end of Scaffold Lane. I parked at the Rotterdam Septic Systems site off of Iroquios rd. The Pattersonville parking lot for the bikepath is 2.5 miles to the north.

The railroad embankment prevents any potential access from the east.

Mabie road forms the southern boundary of the parcel between the River Road House at the east and the bike path at the west, except for a gravel road owned by Schectady International, which is blocked by a locked chainlink gate. So there are potential areas for roadside parking and access along the north side of Mabie road. However, numerous No Trespassing signs are present on this land, as well as fire pits and lawn chairs.

Trail System Vision

A realistic goal for the trail system would be a main north-south trail based on the existing atv trail, with a number of smaller loops off of the main trail. In general, a trail system that allows a continuous route that minimizes out-and-back travel is preferred. More detailed recommendations are described below, dividing the area into thirds.

North End

The northern tip lies in a small valley, with the rail line embankment to the east perhaps 30 feet above the valley floor, and the bike path to the west approximately 10 feet above the floor, with 2 or 3 terraced steps. The existing trail leaves the bike path over a culvert and drops down 2 terraces.

At some points multiple parallel trails currently exist, indicated by separations in the northbound and southbound gps tracks. Potential areas for new trail routing are indicated by the yellow ovals.



Center Third

This area presents the most significant challenge. The existing atv trail has a gap that is currently underwater, indicated by the red circle. Strava heatmaps indicate that this trail is at times passable, but this appears rare. My initial track southward was along the western shore of the pond. I was able to backtrack to the point where I could cross a stream, then head southward on a terrace, then cross another stream to pick up the atv trail again. Bridges would be necessary for these crossings. There are also muddy flat areas that would need to be hardened. However, there may be alternate trail routes in this section on higher ground that would avoid this.



On my subsequent northbound pass, I stayed on the higher ground closer to the bike path. This location would be preferred for trail routing. It is currently filled with thick brush. The turn to the east was really where I got tired of pushing through thorns.

The green circles indicate picturesque locations that serve as focal points for the trails (see attached images)

South End

Heading southbound, I followed the atv trail to the Schenectady International buildings, where the trail ended on the gravel road. I followed the gravel road to Mabie Lane, where the gravel road was completely blocked by a gate. The most natural location for a southern trailhead would be on Mabie Lane just west of the SI road.

I attempted to drop down to the pond, but the steepness of the side slope made travel around the south or east side impossible.

National Grid is currently replacing the utility towers in the area indicated by the red rectangle. This area is currently clear-cut, leaving a thin strip of woods along the pond.



For my northbound route, I followed the bike path to the existing trail entrance.

Photos

Images are shown in approximately chronological order, reflecting the gps track from the northern end to the south, then reversed.



Northern end, viewed from the bike path just south of the tunnel



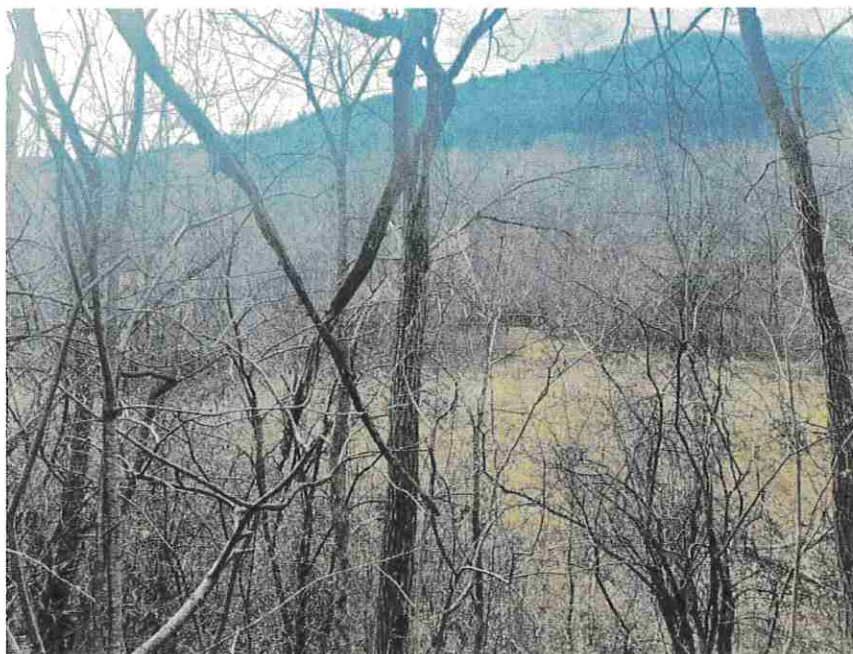
Existing trail from the bike path (right of the image) drops down two terraces.



Existing atv trail



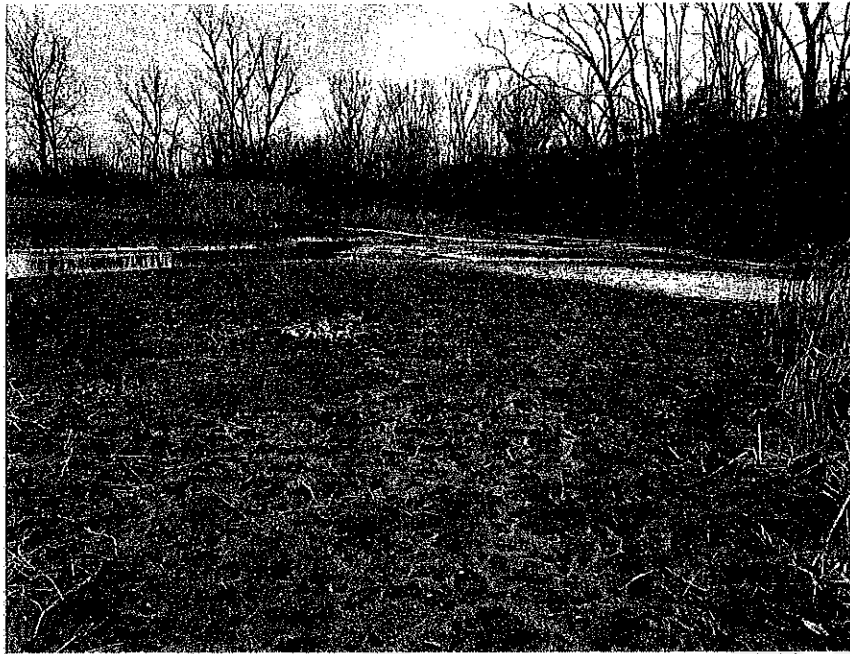
One of many open cleared areas. The railroad runs along the ridge in the background



View of the Glenville ridge to the southeast



View of the northern end of the large pond



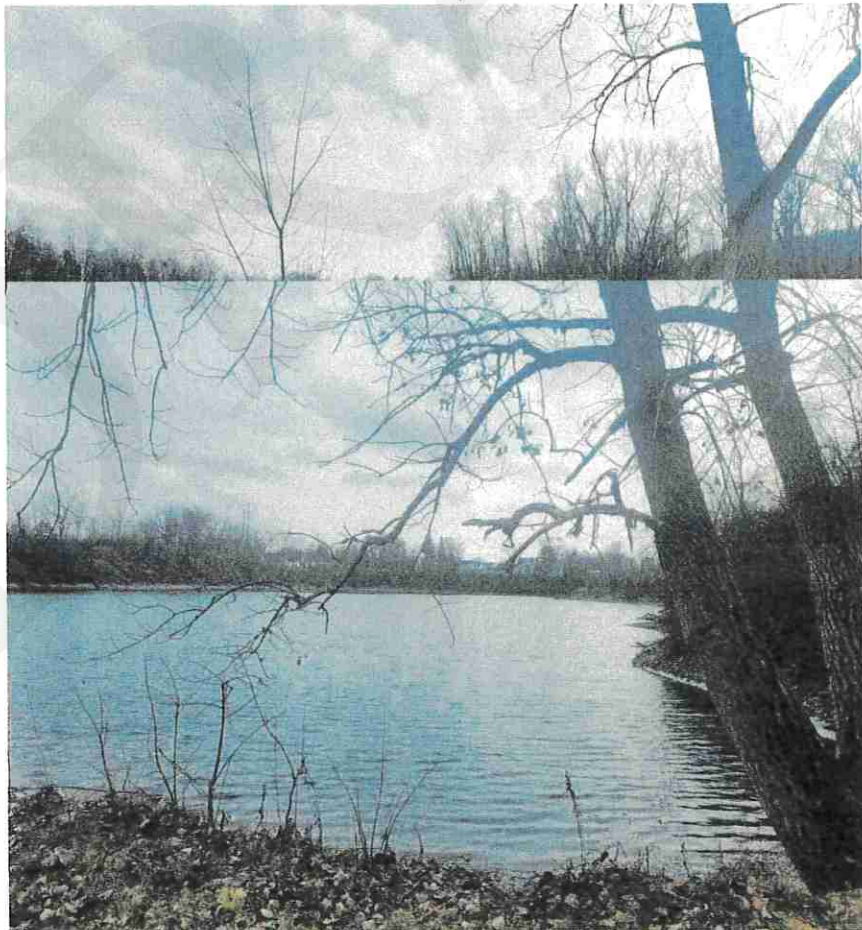
These images show the gap in the atv trail, which extends straight across the water in the top image. Strava heatmaps suggest that this is sometimes passable (supported by the short length of the bridge in the bottom image). I backtracked until I could cross the stream, then followed the ridge on the right side of the bottom image.



I had to backtrack for a ways



I crossed here.



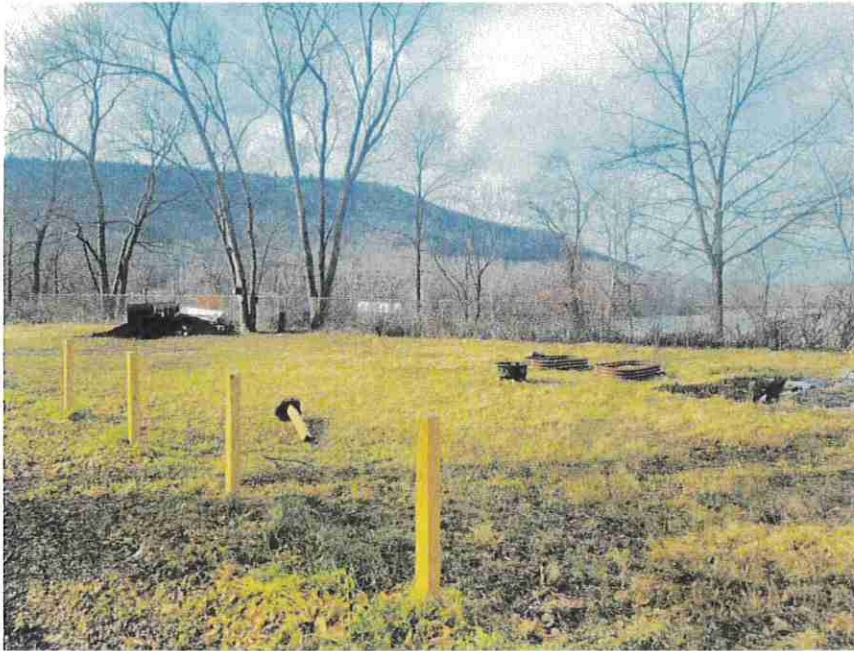
Along the western shore of the large pond



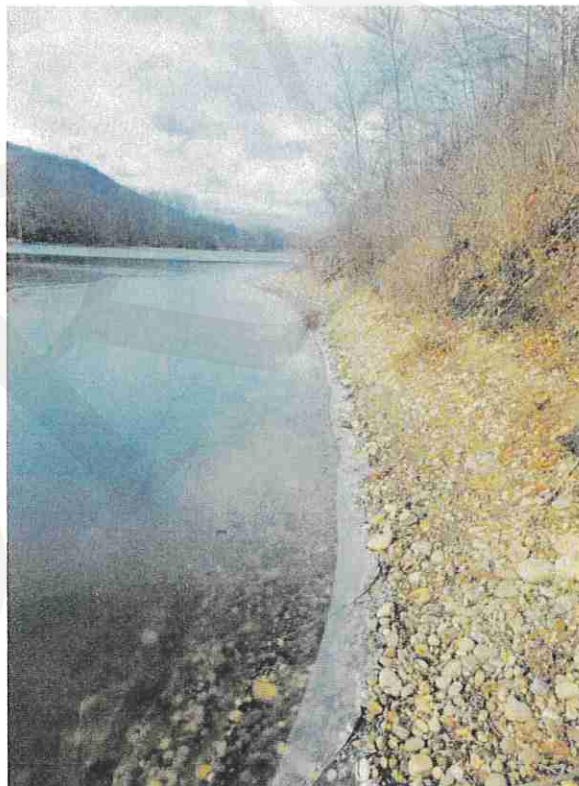
the atv trail ends at the northern end of the SI gravel road



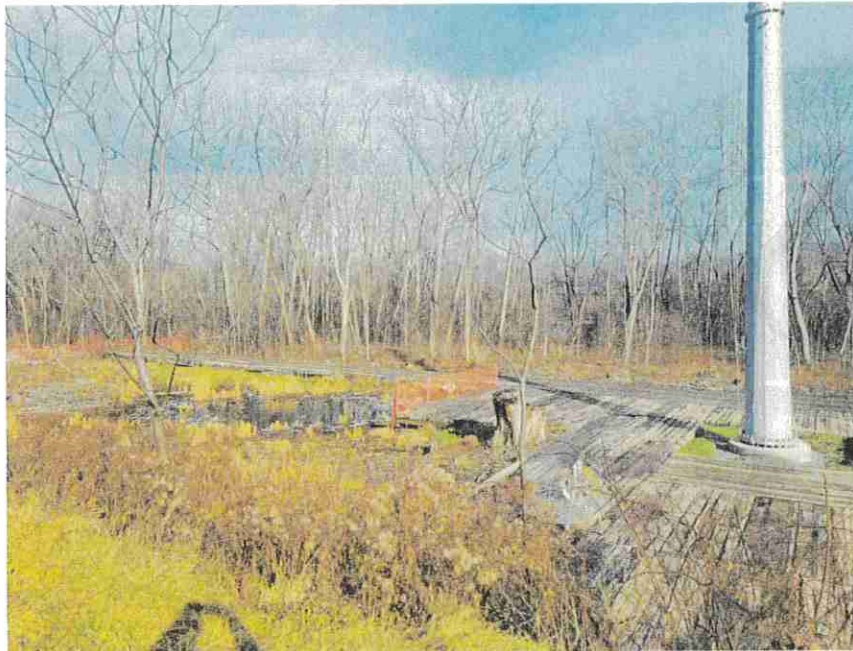
Gate across the SI gravel road just off of Mabie Lane



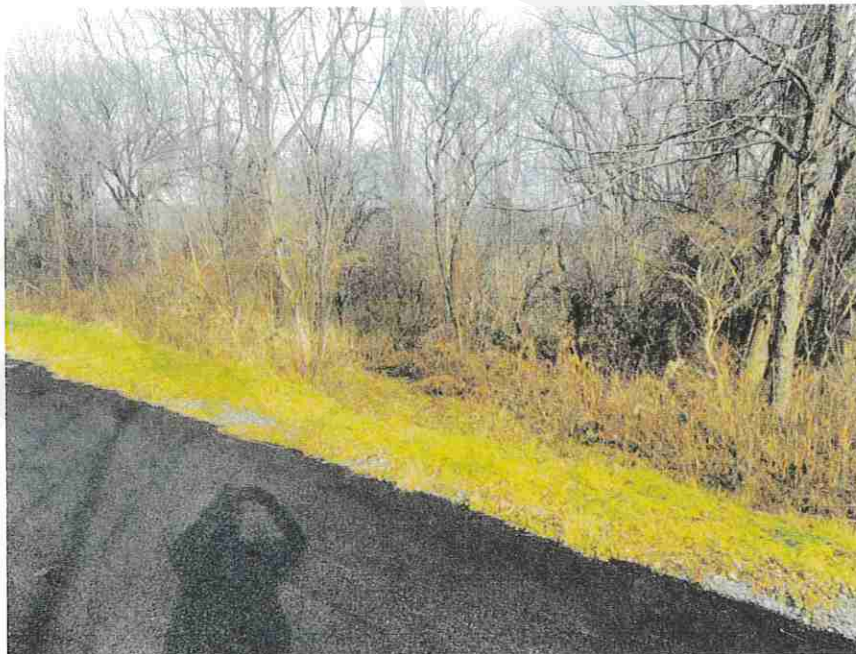
per the tax map, this is Rotterdam town land...



Typical appearance of the southern and eastern shore of the large pond.



National Grid tower replacement work. The pond is visible in the image behind the strip of trees.



Existing trail off of the bike path, approximately 0.4 mile north of Mabie



RESOLUTION NO. 445.24**TO AUTHORIZE THE TOWN SUPERVISOR TO EXECUTE THE MEMORANDUM OF AGREEMENT BETWEEN THE TOWN OF ROTTERDAM AND THE CIVIL SERVICE EMPLOYEES' ASSOCIATION RECOGNIZING THE NEW JOB TITLE OF WATER AND SEWER MAINTENANCE MANAGER**

WHEREAS, on November 19, 2024, the Schenectady County Civil Service Commission voted to establish the title of Water and Sewer Maintenance Manager in the Town of Rotterdam in the competitive class of the civil service; NOW

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 authorizes The Supervisor to execute the memorandum of agreement between the Town of Rotterdam and the Civil Service Employees' Association recognizing the position of Water and Sewer Maintenance Manager, a position in the competitive class of the civil service, as a CSEA bargaining unit position covered under the Collective Bargaining Agreement between the Town of Rotterdam and the CSEA Town of Rotterdam Unit #8504.

SECTION 2. This resolution shall become effective November 26, 2024

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

November 26, 2024

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: November 20, 2024

TO: Supervisor's Office

FROM: Comptroller's Office

TITLE OF REQUEST: Appointment to the Position of Water and Sewer Maintenance Manager

TOWN BOARD MEETING: November 26, 2024

Background Information: The Town currently does not have a supervisory employee in the Water and Sewer Department that is responsible for the timely repair of water distribution and sewer collection systems in the event of an emergency. Additionally, no one is currently responsible for the development of functional goals, for the management of safety and environmental issues, or is responsible for compliance with Federal and State standards.

Evaluation/Analysis: Schenectady County Civil has created the position of Water and Sewer Maintenance Manager that will fulfill the managerial deficiencies that currently exist in the Water and Sewer department.

Recommendation(s): Appoint a Water and Sewer Maintenance Manager

Attachment/Document(s): Water and Sewer Maintenance Manager Civil Service job description

Compliance with Purchasing Policy: N/A

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

LEGISLATION WILL BE PREPARED BY: Supervisor's Office

3213

WATER AND SEWER MAINTENANCE MANAGER

DISTINGUISHING FEATURES OF THE CLASS: This position exists in a Town and involves responsibility for the proper maintenance of operations in both water distribution and sewer systems. The work is performed under the direction of a higher-level supervisor. Direct supervision is exercised over the work of Water and Sewer Maintenance Supervisor. Indirect supervision is exercised over a variety of subordinate employees. The incumbent does related work as required.

TYPICAL WORK ACTIVITIES:

- Manages the daily operation and maintenance of the Town's water distribution and sewer collection systems;
- Develops functional goals and activities required to meet overall business objectives;
- Proactively manages safety and environmental issues and ensures compliance with Federal and State standards;
- Ensures that issues are identified and addressed and elevated if necessary in a timely manner;
- Manages emergencies in an effective manner;
- Manages the inspection, preventative maintenance and repairs of water mains, hydrants, transmission valves, water storage tanks and water tank control equipment including altitude valves and tele-metering equipment and storm drainage systems;
- Manages the inspection, cleaning and maintenance of municipal sanitary sewer system, sewer stations and storm drainage systems;
- Manages the installation of water mains, hydrants, valves and service taps and inspects water system installation made by contractors;
- Manages the installation of sewer laterals and inspects all laterals or extensions installed by contractors;
- Manages the supply inventory, storage and equipment in a state of readiness for both water and sewer systems;
- Manages the repair and maintain steam/hot water heating systems and plumbing facilities in Town buildings;
- Operates all mechanical maintenance equipment;
- Performs a variety of related duties as required .

FULL PERFORMANCE KNOWLEDGE, SKILLS, ABILITIES AND PERSONAL CHARACTERISTICS:

Thorough knowledge of the principles, practices, tools and equipment used in the maintenance, installation and repair of sewer and water distribution systems; Ability to read blueprints and make rough sketches; Communication, presentation and interpersonal skills in order to interface and with and motivate all levels of personnel; Ability to lay out and supervise work of others; Ability to prepare accurate, effective, complete and easily understood written communications and reports; Ability to understand and carry out moderately complex oral and written instructions; Physical condition commensurate with the demands of the position.

MINIMUM QUALIFICATIONS:

Graduation from high school or possession of a high school equivalency diploma and six (6) years of experience in the maintenance and repair of water distribution and sewer system equipment.

SPECIAL REQUIREMENTS:

Must possess a Class B Driver's License

Must possess a Class D Water Distribution License

Adopted

CSC 11/19/24

JC: COMPETITIVE

DRAFT

RESOLUTION NO. 446.24**TO ADOPT A SEQR NEGATIVE DECLARATION ON A CHANGE OF ZONE APPLICATION ON ±17.3 ACRES FROM AGRICULTURAL (A-1) TO GENERAL BUSINESS (B-2) LOCATED AT 900 & 880 DUANESBURG ROAD**

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 Negative Declaration dated November 26, 2024, as prepared by the Senior Planner, for a Change of Zone request on ±17.3 acres from Agricultural (A-1) to General Business (B-2) to facilitate the construction of a 102,500 square foot BJ's Wholesale Club with associated 8 island fueling stations at 900 Duanesburg Road, Tax Map No. 57-3-7.112, and a 2,000 square foot retail building with associated drive thru at 880 Duanesburg Road, Tax Map No. 57.7-1-1.2.

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 November 26, 2024.

DATED: November 26, 2024

NAME	AYES	NOES	ABSTAIN
Dodson			
Mastroianni			
Gallucci			
Schlag			
Collins			

TOWN OF ROTTERDAM

John F. Kirvin Government Center • 1100 Sunrise Boulevard • Rotterdam, NY 12306
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LEGISLATIVE REQUEST FORM

DATE: November 22, 2024

TO: Mollie Collins, Town Supervisor

FROM: Peter Comenzo – Senior Planner *PC*

TITLE OF REQUEST: Issuance of a SEQR Negative Declaration on a Change of Zone request on ± 17.3 acres from Agricultural (A-1) to General Business (B-2).

TOWN BOARD MEETING: November 26, 2024

Background Information:

Owner: Flying J, Inc.
185 S. State Street, Suite 1300
Salt Lake City, Utah 84111

Applicant: GDPL Ville Rotterdam, LLC
145 Otterkill Road
Mountainville, NY 10953

Change of Zone request on ±17.3 acres from Agricultural (A-1) to General Business (B-2). The applicant would like to construct a 102,500 square foot BJ's Wholesale Club with associated 8 island fueling station at 900 Duanesburg Road (Tax Map No. 57-3-7.112), and 2,000 square foot retail building with associated drive thru at 880 Duanesburg Road (Tax Map No. 57.7-1-1.2). Consideration also given to the related application for Special Permits and Site Plan Review and Water District Extension.

Evaluation/Analysis: The proposal is a State Environmental Quality Review (SEQR) Type 1 Action and will require conclusion of the environmental review prior to the Town Board making a decision on the request.

Recommendation(s): Town Board should make a decision on adoption of the Draft Negative Declaration as prepared by Town Staff and authorize Town Planner to distribute all documents in accordance with SEQR.

Attachment/Document(s): Long Environmental Assessment Form (LEAF)
Draft Negative Declaration as prepared by the Senior Planner
Traffic study prepared by VHB & Crosswalk Estimate
Agency Comment Letters

Compliance with Purchasing Policy: N/A

Effect(s) on Existing Law(s): 6NYCRR Part 617
State Environmental Quality Review
Supervisors Office

LEGISLATION WILL BE PREPARED BY:

6NYCRR PART 617
NEGATIVE DECLARATION
Notice of Determination of Non-Significance
State Environmental Quality Review

Date: November 26, 2024

In accordance with Article 8 (State Environmental Quality Review) of the Environmental Conservation Law (the “Act”), and the statewide regulations under the Act (6NYCRR Part 617) (the “Regulations”), the Lead Agency has received an environmental assessment form in connection with the proposed action described below (the “Action”) and the Lead Agency has determined (i) that said proposed action will result in no major impacts and therefore will not have a significant effect on the environment, and (ii) therefore that an environmental impact statement is not required to be prepared with respect to said Action.

SEQRA Status:

Type I	(X)
Type II	()
Unlisted	()

Conditioned Negative Declaration:

Yes	()
No	(X)

Contract Vendee:

GDPL Ville Rotterdam, LLC
 145 Otterkill Road
 Mountainville, NY 10953

Owners:

Flying J Inc.
 185 S. State Street, Suite 1300
 Salt Lake City, UT 84111

Location: 880 & 900 Duanesburg Road

Action: Change of Zone request on ±17.3 acres from Agricultural (A-1) to General Business (B-2). The applicant would like to construct a ±102,500 square foot BJ's Wholesale Club with associated 8 island fueling station at 900 Duanesburg Road (Tax Map No. 57-3-7.112), and 2,000 square foot retail building with associated drive thru at 880 Duanesburg Road (Tax Map No. 57.7-1-1.2). Consideration also given to the related application for Special Permits and Site Plan Review and Water District Extension.

Involved/Interested Agencies:

Schenectady County Economic Development and Planning
 Schenectady County Department of Health
 NYS Dept. of Environmental Conservation – Region #4
 New York State Department of Transportation
 New York State Thruway Authority
 United States Department of Army, Corps of Engineers
 United State Fish and Wildlife Service
 Rotterdam Highway Department
 Rotterdam Police Department
 Rotterdam Planning Commission
 Metroplex Development Authority
 Fire District #6
 Schalmont School District

Reasons for Determination of Non-Significance:

The Lead Agency has reviewed the Change of Zone application, the associated site plans, a project description, full EAF, and supporting documentation, and conducted further investigation of the requested action and its environmental effects as deemed appropriate. Based upon this review and the Lead Agency's knowledge of the area surrounding the project, the Lead Agency has determined that the action will have no significant effects on the environment.

The Town of Rotterdam Department of Public Works transmitted this application information to all involved and interested agencies for review on November 9, 2023. The applicant then supplied supplemental information subsequent to the original submittal following up with the following agencies seeking letters relative to the actions. These inquiries include the following:

1. NYS Office of Archeological and Historic Preservation dated October 16, 2023;
2. US Department of Interior Fish and Wildlife Service dated October 16, 2023; and
3. NYS Department of Transportation dated May 22, 2024; and
4. Schalmont School District dated October 17, 2024

The Change of Zone request concerns a total of ± 17.30 acres consisting of two separate parcels located on the north side of Duanesburg Road immediately east of the entrance ramps to Interstate 88. The properties known as 880 and 900 Duanesburg Road are currently vacant and previously contained a single-family residential structure at 880 Duanesburg Road and a single-family residential home with a barn and associated outbuildings on 900 Duanesburg Road. These structures were demolished approximately 11 years ago. The Applicant seeks the Change of Zone to facilitate the construction of a new $\pm 102,500$ square foot BJ's Wholesale Club with fuel pumps and a proposed $\pm 2,000$ square foot fast food restaurant. In addition to the proposed fueling facility proposed for this site, there are other fuel and convenience type facilities in the immediate vicinity. There is a recently constructed gas station/convenience store, liquor store, and a fast-food establishment (Wendys) located immediately to the west of the I-88 entrance and a truck stop fueling center with fast food (Pilot/Dunkin Donuts/Subway) also located immediately to the west. There is an existing regional library facility located to the east. And additional properties to the east of these parcels in the vicinity of the site are currently zoned B-2 and contain retail businesses and a wellness center. Lands of the Schalmont Central School District are located to the south are drainage areas, woodlands, and athletic fields. The entrance to the school campus is located approximately 1000 feet east of the proposed roadway into the property to be rezoned. A Water District Extension will be required for this project and the environmental effects of this action has also been considered in this determination. Prior to the issuance of building permits, both Site Plan approval as well as a Special Use Permit would be required for this commercial use from the Rotterdam Planning Commission.

The proposed Project will utilize public water and will provide on-site septic to treat project wastewater. The proposed project will connect to the Town of Rotterdam municipal water system which is located immediately adjacent to the project property along the western side of NYS Route 7 (Duanesburg Road). The proposed water supply system will include a distribution system to service the domestic and fire flow needs of the Project. The project will require either the extension of the existing Water District #5 or the execution of an out of district contract. The water appurtenances shall be designed and constructed in accordance with all local, state, and federal requirements for dedication to the appropriate entity at the sole cost of the Applicant.

Additionally, the Water District extension, as designed conforms to all applicable State and Town Standards. The associated infrastructure will be constructed at the sole cost of the Applicant. The finances for operation and maintenance of the facilities will be financed through the sale of water to the benefitted properties.

The Town of Rotterdam Town Board as lead agency has reviewed the Full Environmental Assessment Form Part 1 completed by the Project Sponsor along with supporting reports, studies, and plans.

The conceptual site plan and potential environmental effects of the proposed Change of Zone were discussed at regularly scheduled Planning Commission Meeting on September 5, 2023 and September 19, 2023 and a unanimous positive referral to the Town Board was prepared. The project was also the subject of a public hearing conducted at the December 13, 2023 Town Board Meeting in which two (2) members of the public spoke and had questions regarding the proposed Change of Zone.

The applicant has advanced review of the site plan with the Planning Commission and has made several revisions that will further mitigate environmental impacts. Pursuant to the allowances in 6 NYCRR Part 617, the Town has retained the services of a Town Designated Engineer to assist in the review of this project.

Further and final review of the proposed Change of Zone and Project was conducted by the Town Board on November 26, 2024 after receiving further input from Town Staff and the Town Designated Engineer for the project. The Town Board considered all comments received in its deliberations and decisions.

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 November 26, 2024 was circulated for review and use by the Town Board in making this determination. This Draft Negative Declaration was also reviewed by GPI, the Town Designated Engineer on this project.

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.

Project History

GDPL Ville Rotterdam, LLC is contract vendee of ± 17.30 acres consisting of two separate parcels located on the north side of Duanesburg Road immediately east of the entrance ramps to Interstate 88. Applicant requests a Change of Zone on these parcels from Agriculture (A-1) to General Business (B-2) to facilitate the construction of a new $\pm 102,500$ square foot BJs Wholesale Club with fuel pumps and a proposed $\pm 2,000$ square foot fast food restaurant.

Findings, Basis, and Rationale for Decision

The following discussion sets forth the Findings, basis, and rationale for the Town of Rotterdam's decision, including required mitigation measures. The analysis is based upon the criteria set forth in Part 1 and Part 2 of the Full Environmental Assessment form.

Impact on Land

The site includes primarily flat terrain with a mix of Moderately Well Drained to Poorly Drained Soils. Soil types include Silt Loam and Silt Clay. Average depth to Bedrock is greater than 5 feet and depth to Water Table ranges from approximately 6 to 30 feet.

There are either none or small impacts to land expected as a result of the project.

Impact in Geological Features

This Site Development will not result in any adverse impacts in Geological Features as it will not impact any unique or unusual land forms.

There are either none or small impacts to geologic features expected as a result of the project.

Impacts on Surface Water

There will be minimal impacts to Surface Water as a result of the Site Development due to small disturbances of federal wetlands as described in the Project Plans. The wetland delineation of the parcel has been completed and indicates that there is ± 1.2 acres of federal wetlands on the site however only ± 0.51 acres of federal wetlands are proposed to be disturbed. There are currently no NYS Department of Environmental Conservation jurisdictional wetlands located on or adjacent to the site. The Project will rely upon a Nationwide Permit from the Army Corp of Engineers in relation to the small disturbance.

The Nationwide permit application is submitted and the application demonstrates that the proposed action complies with the criteria and requirements for issuance of the permit. Any project action approval will be conditioned upon the issuance of a Nationwide Permit from the Army Corps of Engineers.

A Stormwater Management Report has been prepared by the Project Engineer and is dated February 13, 2024. Based upon comments from the Town Designated Engineer and some modifications to the project layout due to mitigation for avoidance of federal wetland areas, the report was revised on March 14, 2024, April 12, 2024, and November 13, 2024.

The Project proposes the use of an on-site wastewater treatment facility to be treat effluent on-site, pass thru proposed surface stormwater bioretention basins, discharged into a culvert that travels under State Route 7 and ultimately into a receiving body of water. The Town Designated Engineer has prepared a map depicting the proposed system and pathway for discharge to the proposed surface stormwater system and its path across Duanesburg Road and through the property located to the south and ultimately into the Normanskill. This map was prepared to review the location of the proposed on-site system and to understand the pathways and distances associated with the surface water drainage both on and off the site. The discharge of surface waters has been discussed with both the NYS Department of Environmental Conservation and the Schalmont School District as there are wetland areas on the south side State Route 7 that may potentially receive this regulated water discharge.

This proposed surface water discharge system that contains both stormwater and treated effluent has been reviewed by the Town Designated Engineer and deemed acceptable for review and approval by the regulatory agencies. Any project action approval will be conditioned upon the issuance of a State Pollutant Discharge Elimination System (SPDES) permit from the NYS Department of Environmental Conservation for the final design of the on-site sanitary system.

Surface Water will otherwise not be adversely be impacted by the proposed Site Development. Overall, the proposed stormwater management system reduces and/or eliminates the impacts of the proposed development by controlling and treating stormwater through the use of drainage ditches and channels, storm sewer piping, and stormwater management basins. The stormwater management system performance limits stormwater flows from the proposed development so that there is no increase in the peak flow rates at the design points of the receiving tributaries, streams, and drainage courses. The stormwater management system is designed to function adequately and not adversely affect adjacent or downstream properties.

There are either none or small impacts to surface water expected as a result of the project.

Impact on Groundwater

The proposed Site Development will not result in any adverse impact on Groundwater. The Project is designed with a municipal water system, which system has adequate capacity to serve the Project. The fueling area within the Project will be developed applying and implementing all applicable requirements under New York State Bulk Storage and Fuel Station regulations and requirements, including containment as prescribed in the rules and regulations. Wastewater will be treated through an onsite system which has been designed in accordance with all New York State and Schenectady County requirements.

There are either none or small impacts to groundwater expected as a result of the project.

Impact on Flooding

The proposed Site Development will not result in any adverse impacts on lands subject to flooding. The Project site does not lie within a flood zone nor will it result in modification of existing drainage patterns.

There are either none or small impacts to flooding expected as a result of the project.

Impacts on Air

The proposed Site Development will not result in any adverse impacts on Air as it will not include any state regulated air emission source. Minor air impacts may be encountered with the use of machinery that utilizes fossil fuels during construction and traffic generated as consequence of any project action. In addition, dispensing of petroleum products may have minor impacts to the air quality however these impacts and mitigation are regulated by both state and federal regulations.

This site is in close proximity to the interstate and no residential dwellings are in immediate vicinity.

There are either none or small impacts to air expected as a result of the project.

Impact on Plants and Animals

An Endangered Species Habitat Assessment Report dated October 3, 2023 was prepared and indicates that based upon NYSDEC mapping that there are no Rare Plant or Animals Mapping and also analyzed the potential presence of the northern long-eared bat.

A letter was received from the US Fish and Wildlife Service dated October 16, 2023 indicating that they had reviewed the project site and have issued a “No Effect” on the northern long-eared bat.

The proposed Site Development will not result in adverse impacts on Plants and Animals, except for minor impact arising from temporary construction activities and associated disturbance and noise, and from the use of fertilizer and of pesticides to be applied by licensed application during normal site operation.

There are either none or small impacts to plants and animals expected as a result of the project.

Impacts on Agricultural Resources

No portion of the site is currently used for Agricultural purposes nor has it been devoted to such use in the recent past years. The construction of Interstate 88 in the 1960's disrupted any potential future use of this property for agricultural purposes. The original farm home and associated barns abandoned for several years and were ultimately demolished in 2012.

With these parcels being collectively ± 17.3 acres and currently vacant with frontage on State Route 7 and adjoining Interstate 88 and drainage area. These properties have extremely limited potential for farming activities due to their size and surroundings. A review of Agricultural District mapping on the NYS Agricultural and Markets website indicates that these properties are not located in an Agricultural District.

There are either none or small impacts to Agriculture Resources expected as a result of the project.

Impacts on Aesthetic Resources

The proposed Site Development will not result in any adverse impacts on Aesthetic Resources as the proposed uses and structures are consistent with surrounding uses and structures.

There are either none or small impacts to Aesthetics Resources expected as a result of the project.

Impact on Historic and Archeological Recourses

A complete and comprehensive Phase 1A cultural resource survey was performed for the proposed project area. A No Impact Letter has been received from the Office of New York State Parks Recreation and Historic Preservation dated October 16, 2023.

There are either none or small impacts to Historic and Archeological Resources expected as a result of the project.

Impact on Open Space and Recreation

The proposed Site Development will not result in any adverse impacts on Open Space and/or Recreation opportunities. The project site is bounded on the north and south by major state and interstate roadways and has limited recreational value.

There are either none or small impacts to Open Space and Recreation expected as a result of the project.

Impact on Critical Environmental Areas

The proposed Site Development will not result in any adverse impacts on Critical Environmental Areas as the project is not within nor adjacent to a Critical Environmental Areas.

Impact on Transportation

A traffic study was prepared by the project consultant and review coordinated with both the NYS Department of Transportation and the Town Designated Engineer. The proposed site development will result in an increase of traffic, in particular during the weekday morning and evening peak hours and Saturday mid-day. The methodology used in preparing the Traffic Impact Study, including trip generation, trip distribution, trip assignment, background growth and level of service analysis are consistent with standard industry practice. No additional mitigation measures are required. Therefore, the intersection and safety improvements required at the existing intersections are consistent with the site's obligation to minimize the adverse impacts of the proposed development. In addition, the geometry and intersection control at the proposed site access roads will allow these intersections to operate at acceptable levels of service on all approaches.

As part of the coordinated SEQRA review of this application, the lead agency circulated the application materials to the Schalmont School District as an interested agency. The school property is located directly south of the proposed site and the signalized entrance to the school campus is located approximately 1000 feet east. Schalmont, in a letter dated October 17, 2024 had expressed some consideration of potential mitigation as there is currently no sidewalk infrastructure both on the school campus leading to the signalized entrance nor anywhere along Duanesburg Road in the vicinity of the school campus. There is however a pedestrian actuated button at the signalized entrance but no crosswalks or roadway signage. After discussions with both the Town Staff, Town Designated Engineer, and School District in regards to the potential for the construction of sidewalks and/or the location of a mid-block crossing, it was determined that the best course of action was to make improvements to the existing signalized entrance to the school campus. As part of this effort the Town has

requested a monetary contribution from the project applicant to be put toward pedestrian improvements at the signalized intersection.

As part of the site plan review process for the project action, the Planning Commission will address any potential transportation improvements including signage, striping, handicap, and pedestrian accommodations.

There are either none or small impacts to transportation expected as a result of the project.

Impact on Energy

The proposed Site Development will result in an increase of use of various forms of energy for heat, lighting, and electricity. Nonetheless, the existing infrastructure includes sufficient capacity to provide services to the project without requiring new or upgraded infrastructures.

There are either none or small impacts to energy expected as a result of the project.

Impact on Noise, Odor and Light

The proposed Site Development will result in temporary increases in noise and odors due to construction activities, and thereafter in noise generated by typical commercial retail activities. Impacts from new lighting will be created as a result of the site development proposed to be developed on site. Noise and Odor impacts are expected to be primarily temporary in nature.

A photo illumination plan will be reviewed by both the Town Designated Engineer and the Planning Commission during site plan review. Lighting will be minimized to the greatest extent practicable at the fueling canopy, structures, and site lighting will be shielded and oriented downward to reduce lighting impacts. There are proposed significant buffers included in project design and through appropriate lighting design.

There are either none or small impacts to noise, odor, or light expected as a result of the project.

Impact on Human Health

The proposed Site Development is not expected to have any adverse impacts on Human Health as the project will not create opportunities for exposure to new or existing source of contamination.

There are either none or small impacts to human health expected as a result of the project.

Consistency with Community Plans

The proposed Site Development is generally in alignment with Town, County and State land use plans for the project vicinity, including but not limited zoning which authorizes commercial and residential uses, the inclusion of areas of open space, and development which is sensitive to surrounding land uses.

The Applicant submitted evidence to the Town Board that the Project as proposed is consistent with and supports the goals and objectives of the Town's Comprehensive Plan as adopted in 2022. The Comprehensive Plan for the Town of Rotterdam says its objectives are to encourage and promote quality development and utilize existing infrastructure and Town services. The stated goals also include the following:

- "Promote investment and reinvestment to attract and retain local businesses and employment opportunities.
- Ensure that commercial growth occurs in a manner that maintains the character of the community while expanding the Town's tax base and the availability of services to members of the community.
- Support and promote existing commercial and industrial areas." Page II-2 2022 Comprehensive Plan

While the property remains zoned Agricultural, it is no longer considered a suitable zoning for the site as it is surrounded by other Commercial uses and is located at the major intersection of Duanesburg Road (NYS Route 7) and NYS Interstate-88. The Project Proposal is consistent with the Corridor Mixed Use areas and recommended actions as defined and described in the Comprehensive Plan. (2022 Comprehensive Plan III-7).

Some of the existing infrastructure and Town services the project will benefit from are as follows:

- Located immediately adjacent to the intersection for the entrance to Interstate 88, characterized as a Key Regional Access point. Locating the proposed Project at this intersection ensures that the Project will have minimal impacts on the overall transportation system
- Located in the Schalmont School District which will benefit from the increased tax revenues.
- There is an existing water main on Duanesburg Road and an analysis of the water infrastructure indicates that there is sufficient quantity and pressure to service the project.
- The proposed use is compatible with surrounding uses and ensures that a significant retail resource to the Town of Rotterdam and the surrounding communities.

There are no feasible alternatives to the action given the existing agriculture zoning of the property and the proximity to Route 7 (Duanesburg Road), the commercial corridor for the town. There are no irreversible and irretrievable commitments of important resources which would be involved in the proposed action if it is implemented, as the lands involved are not actively used for any current purpose permitted under the existing zoning, the soils are not

especially valuable for agriculture use, and most adjacent properties are zoned for and/ or committed to commercial uses.

The Town Board has concluded that this project is consistent with community plans.

Consistency with Community Character

The proposed Site Development is not expected to result in adverse impacts to the Community Character. The project is designed in accordance with general zoning and land use objectives of the Town and County as discussed above. The Project models the Town's vision for development practices and meets the objectives discussed through their Comprehensive Land Use Plan and other planning documents. The vacant parcels located along Route 7 of the Town of Rotterdam are surrounded by parcels already developed for commercial and residential uses. The Project is surrounded by predominantly commercial uses and a major highway interchange for I-88. The existing land is vegetated with light brush with groupings of moderate woods and mixed areas of open meadow. The proposed design works to maintain the community characteristics enjoyed in the Town. Since the Project is expected to replace the existing BJ's operation in the Town, there is no new need for community services as a result of the Project.

Existing environmentally sensitive areas such as wetlands and stream courses are protected by the establishment of buffers and avoiding to the fullest extent possible the areas from potential impacts. The Project will allow for preservation of character, protect natural resources, and avoid additional demands to the infrastructure.

The Town Board has concluded that this project is consistent with community character.

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 of this property will require Rotterdam Planning Commission site plan approval.

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 application materials, the Long Environmental Assessment Form (Parts 1 and 2), 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 been assessed in connection with:
 - (i) its setting (e.g., urban or rural);
 - (ii) its probability of occurrence;
 - (iii) its duration;
 - (iv) its irreversibility;
 - (v) its geographic scope;
 - (vi) its magnitude; and
 - (vii) the number of people affected

SEQRA Determination of Non-Significance
GDPL Ville Rotterdam, LLC Change of Zone
November 26, 2024
Page 13 of 13

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 26th day of November, 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

For Type 1 Actions a copy of this Notice sent to:
Town Supervisor
Other Involved Agencies
Applicant
Environmental Notice Bulletin <http://www.dec.ny.gov/enb/enb.html>

Full Environmental Assessment Form
Part 1 - Project and Setting

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 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Change of Zone and Site Plan Review		
Project Location (describe, and attach a general location map): 900 Duanesburg Road and 880 Duanesburg Road		
Brief Description of Proposed Action (include purpose or need): Rezoning of 17.3± acres from A-1 Agricultural to B-2 General Business to construct a 102,725± SF retail building, 16 fueling stations, and a 2,300± SF drive thru building. Project will consider an adequate parking lot with landscaping, lighting, stormwater drainage system, water connection to the public main and a private on-site wastewater treatment system.		
Name of Applicant/Sponsor: GDP Lville Rotterdam, LLC		Telephone: 845-534-0100
		E-Mail:
Address: 145 Otterkill Road, PO Box 55		
City/PO: Mountainville	State: NY	Zip Code: 10953
Project Contact (if not same as sponsor; give name and title/role): Luigi A. Palleschi, P.E., ABD Engineers & Surveyors, LLP		Telephone: 518-377-0315
		E-Mail: luigi@abdeng.com
Address: 411 Union Street		
City/PO: Schenectady	State: NY	Zip Code: 12306
Property Owner (if not same as sponsor): Flying J, Inc		Telephone:
		E-Mail:
Address: 185 S State Street, Suite 1300		
City/PO: Salt Lake City	State: UT	Zip Code: 84111

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, ☒ Yes ☐ No or Village Board of Trustees	Rotterdam Town Board	July 28, 2023
b. City, Town or Village ☒ Yes ☐ No Planning Board or Commission	Rotterdam Planning Commission	July 28, 2023
c. City, Town or ☐ Yes ☒ No Village Zoning Board of Appeals		
d. Other local agencies ☐ Yes ☒ No		
e. County agencies ☒ Yes ☐ No	Schenectady County Planning	November 9, 2023
f. Regional agencies ☐ Yes ☒ No		
g. State agencies ☒ Yes ☐ No	NYS DOT/NYS DEC	November 6, 2023/October 3, 2023
h. Federal agencies ☒ Yes ☐ No	ACOE	October 9, 2023
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?

A-1 Agricultural

b. Is the use permitted or allowed by a special or conditional use permit? ☐ 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? Rezone from A-1 Agricultural to B-2 General Business

C.4. Existing community services.

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

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

NYS Police, Schenectady County Sheriff, Rotterdam Police Department

c. Which fire protection and emergency medical services serve the project site?

District 6

d. What parks serve the project site?

Featherstonhaugh State Forest, Plotter Kill Preserve, DiCaprio 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? 17.3± acres

b. Total acreage to be physically disturbed? 17.3± acres

c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 17.3± 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: 12 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.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
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 2
 ii. Dimensions (in feet) of largest proposed structure: 28' height; 270' width; and 390' length
 iii. Approximate extent of building space to be heated or cooled: 105,025± 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: _____
 ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify: _____
 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): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

☐ Yes ☒ No

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): Non-jurisdiction wetlands according to wetland biologist. A jurisdictional determination has been submitted to ACOE on October 9, 2023 and NYSDEC on October 3, 2023.

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:

6.32+ acres of wetland area is proposed to be filled for buildings and parking areas.

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: _____

N/A

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: _____ 4,500+ 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: 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: _____
Proposing to extend 12" water main and connect to Town's dead end looping the system.
- Source(s) of supply for the district: Water tower by Rotterdam.

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: _____ 4,500+ 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): _____

Sanitary wastewater

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):

A privately owned wastewater treatment system is proposed. _____

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

See Santec Water Reclamation Facilities Catalog _____

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 9.3± acres (impervious surface)

_____ Square feet or 17.3 acres (parcel size)

ii. Describe types of new point sources. On-site stormwater system _____

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 handled on-site in stormwater management areas and discharged to existing culverts with NYSDOT ROW. _____

- 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)

Delivery vehicles _____

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

Power generation until utilities from power company is installed. _____

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

Standby generators _____

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 (CO₂)
- _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (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 <u>11 AM</u> to <u>1 PM</u>. ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____ 8-10 trucks per day iii. Parking spaces: Existing <u>0</u> Proposed <u>485</u> Net increase/decrease <u>+485</u> 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: <u>Reciprocal access easements will be provided.</u> 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: _____			
To be determined ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): <u>Local utility</u>			
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. <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> i. During Construction: • Monday - Friday: <u>7 am - 7 pm</u> • Saturday: <u>8 am - 3 pm</u> • Sunday: <u>8 am - 3 pm</u> • Holidays: <u>N/A</u> </td> <td style="width: 50%; vertical-align: top;"> ii. During Operations: • Monday - Friday: <u>8 am - 9 pm</u> • Saturday: <u>8 am - 9 pm</u> • Sunday: <u>8 am - 7 pm</u> • Holidays: <u>varies</u> </td> </tr> </table>		i. During Construction: • Monday - Friday: <u>7 am - 7 pm</u> • Saturday: <u>8 am - 3 pm</u> • Sunday: <u>8 am - 3 pm</u> • Holidays: <u>N/A</u>	ii. During Operations: • Monday - Friday: <u>8 am - 9 pm</u> • Saturday: <u>8 am - 9 pm</u> • Sunday: <u>8 am - 7 pm</u> • Holidays: <u>varies</u>
i. During Construction: • Monday - Friday: <u>7 am - 7 pm</u> • Saturday: <u>8 am - 3 pm</u> • Sunday: <u>8 am - 3 pm</u> • Holidays: <u>N/A</u>	ii. During Operations: • Monday - Friday: <u>8 am - 9 pm</u> • Saturday: <u>8 am - 9 pm</u> • Sunday: <u>8 am - 7 pm</u> • Holidays: <u>varies</u>		

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: Proposed generators, which tend to run bi-weekly for a short test duration and construction equipment during normal working hours.	
ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☒ Yes ☐ No Describe: <u>A few mature trees will need to be removed along the east property line to construct the driveway.</u>	
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: Pole and building mounted, LED down type lighting	
ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☒ Yes ☐ No Describe: <u>A few mature trees will need to be removed along the east property line to construct the driveway.</u>	
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: Vehicle fueling facility.	
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 <u>Gasoline, diesel, and propane</u> ii. Volume(s) <u>65,000</u> per unit time <u>weekly</u> (e.g., month, year) iii. Generally, describe the proposed storage facilities: Underground tanks	
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): _____ _____ _____	
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: <u>4</u> tons per <u>week</u> (unit of time) • Operation : <u>2</u> tons per <u>week</u> (unit of time) ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste: • Construction: <u>C and D materials</u> • Operation: <u>Cardboard, paper, plastic, and metal</u> iii. Proposed disposal methods/facilities for solid waste generated on-site: • Construction: <u>Construction waste to be managed by licensed hauler.</u> • Operation: <u>Solid waste generated by normal site operations will be handled by licensed hauler.</u>	

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	10±	+10±
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	11	0.5	-10.5
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands	6.3	0	-6.3
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: Greenspace	0	6.8±	+6.8±

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:
Schalmont schools

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): _____
☐ 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? _____ 8± 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:

Silt loam	_____	90 %
Silt Clay	_____	10 %
	_____	%

d. What is the average depth to the water table on the project site? Average: _____ 10+ feet

e. Drainage status of project site soils: ☐ Well Drained: _____ % of site
☒ Moderately Well Drained: _____ 40 % of site
☒ Poorly Drained: _____ 60 % of site

f. Approximate proportion of proposed action site with slopes: ☒ 0-10%: _____ 90 % of site
☒ 10-15%: _____ 10 % 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 Non-jurisdictional _____	Approximate Size 6.32±
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 _____

m. Identify the predominant wildlife species that occupy or use the project site: _____ Typical Suburban wildlife _____ _____	
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 five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☒ Yes ☐ No

If Yes:

i. Identify resource: Revolutionary Trail

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): Trail scenic byway

iii. Distance between project and resource: 4.65± 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.

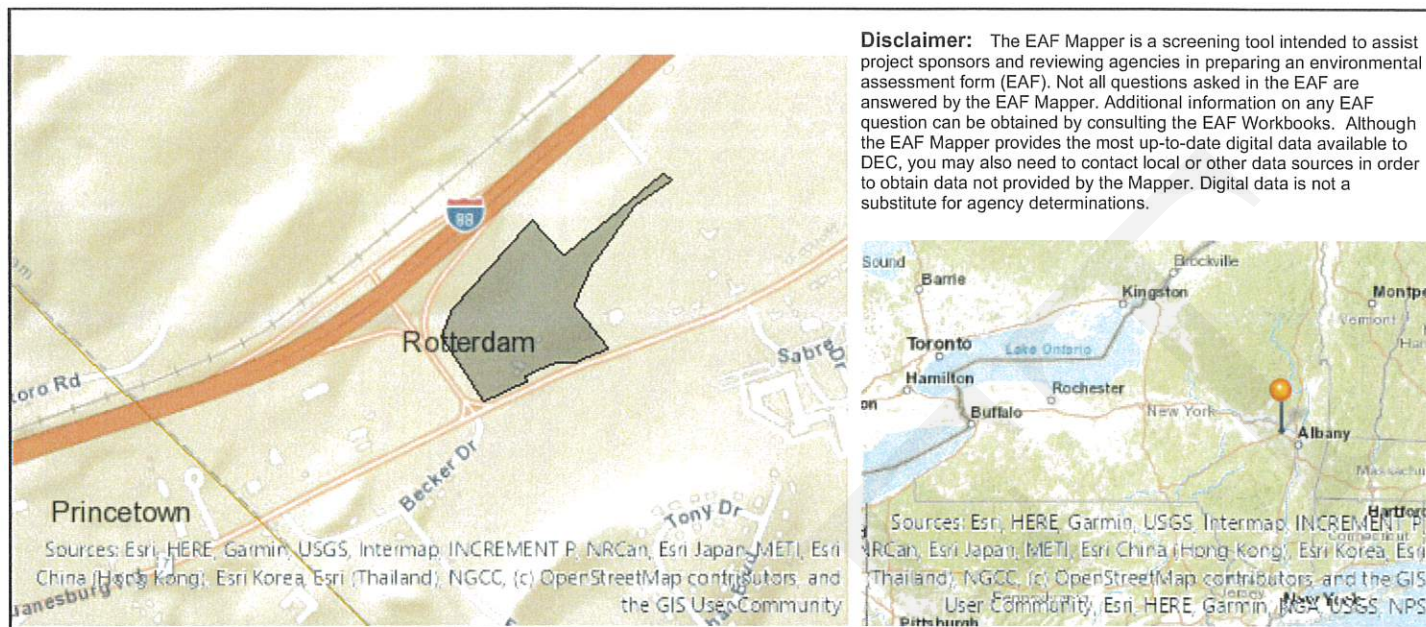
Applicant/Sponsor Name Luigi A. Palleschi, P.E., ABD Engineers & Surve Date Rev 03/14/2024

Signature _____

Title Professional Engineer

EAF Mapper Summary Report

Monday, July 24, 2023 5:01 PM



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
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

152.p. [Rare Plants or Animals]	No	November 26, 2024
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]	Yes	
E.3.i. [Designated River Corridor]	No	

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Agency Use Only If applicable
 Project : GDPL Ville Rotterdam 880 Duaneburg
 Date : November 28, 2024

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) <i>If "Yes", answer questions a - j. If "No", move on to Section 2.</i>				☐ 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) If "Yes", answer questions a - c. If "No", move on to Section 3.			
		☒ NO	☐ YES
	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) If "Yes", answer questions a - l. If "No", move on to Section 4.			
		☐ NO	☒ YES
	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	☒	☐

1. Other impacts: ACOE Permit will be required for disturbance of approximately 0.51 acres of federal wetlands. No NYSDEC regulated wetlands exist on or adjacent to site.	☒	☐
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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) If "Yes", answer questions a - h. If "No", move on to Section 5.			
		☐ NO	☒ YES
	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: Project will be serviced by municipal water. The proposed fueling facility will conform to all requirements of NYS Bulk Storage and Fuel station regulations.		☐	☐

5. Impact on Flooding The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) If "Yes", answer questions a - g. If "No", move on to Section 6.			
		☒ 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 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	☐	☐

179	g. Other impacts: _____		☐	November 26, 2024
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6. Impacts on Air The proposed action may include a state regulated air emission source. (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.			
		☐ NO	☒ YES
	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 ₂ O)	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: Fueling activities and some traffic/idling vehicles on-site. Site is in close proximity to the interstate and no residential dwellings are in immediate vicinity		☒	☐

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.) If "Yes", answer questions a - j. If "No", move on to Section 8.			
		☐ NO	☒ YES
	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 <i>If "Yes", answer questions a - h. If "No", move on to Section 9.</i>			
	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, E1b	☐	☐
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.	E1 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.)

☒ NO☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	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 1/2 -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.)

☒ NO☐ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	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: _____		☐	☐
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: Traffic study completed and revised. Mitigation contribution by developer for pedestrian improvements.		☐	☐

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	☒	☐

184

d. The proposed action may result in light shining onto adjoining properties.	D2n	☒	November 26, 2024 ☐
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.) If "Yes", answer questions a - m. If "No", go to Section 17. ☒ NO ☐ YES			
	Relevant Part I Question(s)	No, or small impact may occur	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. (See Part 1. C.1, C.2. and C.3.) If "Yes", answer questions a - h. If "No", go to Section 18.			
		☒ NO	☐ YES
	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, E1b	☐	☐
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. (See Part 1. C.2, C.3, D.2, E.3) If "Yes", answer questions a - g. If "No", proceed to Part 3.			
		☒ NO	☐ YES
	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: _____		☐	☐



October 19, 2024

Ref: 22286.00

Ms. Tiffany Marsh
GDP Lville Rotterdam, LLC
145 Otterkill Road
PO Box 55
Mountainville, NY 10953

Re: Traffic Impact Evaluation, BJ's Wholesale Club Retail Plaza, 900 & 880 Duanesburg Road (NY Route 7), Town of Rotterdam, NY

Dear Ms. Marsh:

VHB Engineering, Surveying, Landscape Architecture and Geology, PC (VHB) has conducted a traffic impact evaluation to assess the potential traffic impacts associated with the development of the site located at 900 and 880 Duanesburg Road (NY Route 7) in the Town of Rotterdam, New York with a BJ's Wholesale Club with a gas station and a commercial outparcel. The Concept Plan with final revision dated September 15, 2023, prepared by ABD Engineers and Surveyors is included as Attachment A.

This letter includes an evaluation of the existing traffic operations and future conditions with and without construction of the proposed project. As detailed herein, the proposed project is expected to have minimal impact on local traffic operations.

Site Location and Proposed Development

The project site, located on the north side of Duanesburg Road, east of the Duanesburg Road at Interstate 88 (I-88) Access Road/Becker Road intersection in the Town of Rotterdam, New York, is currently vacant. The proposed project includes the construction of a 102,725 square foot (sf) BJ's Wholesale Club, eight fuel islands (16 fueling positions), and a 2,200 sf commercial building with a drive-through lane. Access to the site is proposed via a full access driveway on Duanesburg Road. The project is expected to be fully built and occupied in 2024. The project location is shown on Figure 1.

Existing Conditions

Duanesburg Road (NY Route 7)

Duanesburg Road (NY Route 7) is classified as an urban principal arterial that generally provides east-west travel through Schenectady County and is under the jurisdiction of the New York State Department of Transportation (NYSDOT). In the project vicinity, NY Route 7 is designated as Duanesburg Road from the west in the Town of Princetown and to the east in the Town of Rotterdam ending at the five corners intersection where Duanesburg Road intersects with Curry Road (NY Route 7), Broadway, Princetown Road and Mariaville Road (NY Route 159). Duanesburg Road generally provides a single 11 to 12-foot travel lane in each direction, a 16-foot center two-way

Ms. Tiffany Marsh
Ref: 22286.00
October 19, 2024
Page 2



left-turn lane, four-foot wide paved shoulders on the north side of the roadway, 11-foot wide paved shoulders on the south side of the roadway, and a posted speed limit of 40-mph. Along the project frontage in the westbound direction, the two-way left-turn lane transitions to a left-turn lane and the roadway widens to provide a 12-foot right turn lane at the signalized intersection to the west. There are no sidewalks on Duanesburg Road near the proposed project. Data published by NYSDOT on the Traffic Data Viewer (TDV) from 2015 indicates that the annual average daily traffic (AADT) on Duanesburg Road is 12,681 vehicles per day (vpd) near the project site. Land use on Duanesburg Road in the study area is commercial and residential. The Schalmont Central School District Middle School and High School campus is located to the east of the site.

Duanesburg Road (NY Route 7) at Pangburn Road

The Duanesburg Road at Pangburn Road intersection is a four leg intersection operating under traffic signal control. All four intersection approaches provide a single lane for shared travel movements. There are no sidewalks, marked crosswalks, or pedestrian signals at this intersection.

Duanesburg Road (NY Route 7) at I-88 Access Road/Becker Road

Duanesburg Road at I-88 Access Road/Becker Road intersection is a four leg intersection operating under traffic signal control. The eastbound Duanesburg Road approach provides a left-turn lane and a shared through/right-turn lane and the westbound Duanesburg Road approach provides a left-turn lane, a through lane, and a right-turn lane controlled with a yield sign. The southbound I-88 Access Road approach provides a shared left-turn/through lane and a right-turn lane controlled with a yield sign. The northbound Becker Road approach provides a single lane for shared travel movements. There are no sidewalks, marked crosswalks, or pedestrian signals at this intersection.

Duanesburg Road (NY Route 7) at Burdeck Street (NY Route 337)

The Duanesburg Road at Burdeck Street intersection is a three-leg intersection operating under traffic signal control. The eastbound Duanesburg Road approach provides a left-turn lane and a through lane while the westbound Duanesburg Road approach provides a single lane for shared through/right-turn movements. The southbound Burdeck Street approach provides a left-turn lane and a right-turn lane. There are no sidewalks, marked crosswalks, or pedestrian signals at this intersection.

Traffic Volumes

Turning movement count (TMC) data was collected at the three study area intersections on Thursday September 14, 2023 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. and on Saturday September 16, 2023 from 11:00 a.m. to 1:00 p.m. Based on this data, the weekday AM peak hour occurred from 7:00 to 8:00 a.m. and the weekday PM peak hour occurred from 4:00 to 5:00 p.m. The Saturday midday peak hour occurred from 12:00 to 1:00 p.m. The 2023 Existing AM, PM and Saturday peak hour traffic volumes are illustrated on Figure 2 and the TMC data is included in Attachment B.

Vehicle Queues

The proposed site access on Duanesburg Road is located approximately 690 feet east of the westbound stop bar at the signalized intersection of Duanesburg Road at I-88 Access Road/Becker Road. This distance allows for storage of up to 28 queued vehicles before the site access is blocked.

Ms. Tiffany Marsh
Ref: 22286.00
October 19, 2024
Page 3



Based on the location of the site access on Duanesburg Road and proximity to the adjacent signalized intersection, the vehicle queues on the westbound Duanesburg Road approach were documented during the three peak hours. Weekday vehicle queues were observed on Thursday, October 5, 2023 during the peak hours (7:00 to 8:00 a.m. and 4:00 to 5:00 p.m.) and Saturday vehicle queues were observed on Saturday, October 7, 2023 from 12:00 to 1:00 p.m. The following summarizes the existing queue observations:

- Weekday AM peak hour
 - › 46 westbound vehicle queues at the traffic signal were observed.
 - › The average vehicle queue on the westbound approach was two vehicles (50 feet) and the 95th percentile queue was six vehicles (150 feet).
- Weekday PM peak hour
 - › 38 westbound vehicle queues at the traffic signal were observed.
 - › The average vehicle queue on the westbound approach was three vehicles (75 feet) and the 95th percentile queue was eight vehicles (200 feet).
- Saturday midday peak hour
 - › 32 westbound vehicle queues at the traffic signal were observed.
 - › The average vehicle queue on the westbound approach was two vehicles (50 feet) and the 95th percentile queue was five vehicles (125 feet).

As shown, the vehicle queues on the westbound Duanesburg Road approach during the peak hours remained several hundred feet to the west of the proposed site access driveway. The vehicle queues did not approach or block the proposed site access driveway.

Future Conditions

To determine the impacts of the site-generated traffic volumes near the site, future traffic conditions were evaluated for the 2024 design year.

Traffic growth on area roadways is a function of the expected land development, environmental activity, and changes in demographics. A frequently used procedure is to identify estimated traffic generated by planned developments that would be expected to affect the project study area roadways. An alternative procedure is to estimate an annual percentage increase and apply that increase to study area traffic volumes. The following summarizes this traffic forecasting process.

No-Build Traffic Volumes

Information provided by the Capital Region Transportation Council (CRTC, formerly the Capital District Transportation Committee) indicates that the roadways near the study area are increasing by an annual average growth rate ranging between 0.16 and 0.24 percent. Based on the data provided by CRTC, a conservative background growth rate of 0.25 percent was utilized in this study.

VHB contacted the Town of Rotterdam to identify additional projects that may impact traffic volumes in the study area. The following projects were identified:

Ms. Tiffany Marsh
Ref: 22286.00
October 19, 2024
Page 4



- 125,000 sf warehouse on Mariaville Road
- 200,000 sf warehouse in Rotterdam Corporate Park at 55 Duanesburg Road, constructed waiting for tenant
- 215,000 sf warehouse in Rotterdam Corporate Park at 55 Duanesburg Road, constructed in 2006 currently vacant

In addition to applying the general background growth rate of 0.25 percent for one year, trips associated with the three identified projects were added to the 2023 Existing volumes as appropriate. The resulting 2024 No-Build peak hour traffic volumes are provided on Figure 3 and represent future traffic volumes in the study area prior to development of the proposed project.

Site Generated Traffic Volumes

A tenant has not yet been confirmed for the 2,200 sf commercial outparcel; however, the applicant has indicated that they are marketing the site towards occupancy with a coffee shop; therefore, the traffic evaluation was completed assuming a coffee shop land use for the outparcel. The site generated traffic for the weekday AM and PM peak hours and midday Saturday peak hour was estimated using the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 11th Edition*¹. The number of vehicle trips generated by the proposed project using the ITE methodology was estimated based on Land Use Code (LUC) 857 – Discount Club, LUC 944 – Gasoline/Service Station, and LUC 937 – Coffee/Donut Shop with Drive-Through Window. The description for LUC 857 – Discount Club indicates that some of the sites sampled may have included fuel pumps; however, the trip generation rate does not distinguish between sites with and without fuel pumps. To account for the 16 fueling positions, the trip generation estimate includes a separate calculation for the gas station portion of the site. Since the ITE data for LUC 857 – Discount Club may include trips associated with the fueling positions, it can be said that the trip generation estimates used in the traffic evaluation are conservative.

The trip generation rates for all three proposed land uses utilized the trip rates for the “peak hour of adjacent street traffic” for the weekday AM and PM peak hours, meaning the peak periods are all aligned. The data available for a Saturday is for the “peak hour of the generator”, meaning that the trip rates are calculated for the peak of the land use that may or may not fully align with the peak traffic on the adjacent roadway or the peak of the other land uses. Since the Saturday generator peaks were added onto the midday peak traffic volumes, the resulting volumes are likely conservatively high since it is likely that land uses such as a coffee shop and the BJ's don't necessarily align on a Saturday.

It can be expected that some of the trips to the site will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by or diverted-link trips, contribute to the site driveway volumes, but do not add traffic volumes on the adjacent roadway network. The pass-by trip percentages applied to the site generated volumes are based on data published by ITE. The pass-by rates for LUC 857 – Discount Club are zero percent in the AM peak hour, 34 percent during the PM peak hour, and 25 percent during the Saturday midday peak hour. Pass-by rates are not available for LUC 937; therefore, the pass-by rates for the coffee shop were estimated using LUC 934 – Fast-Food Restaurant with Drive-Through Window which are 50 percent during the AM peak hour and 55 percent during both the PM and Saturday peak hours (note data was not available for the

¹ ITE Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 5



Saturday peak hour therefore PM peak hour data was used). The pass-by rates for LUC 944 – Gasoline/Service Station are 63 percent during the AM peak hour, 57 percent during the PM peak hour and 49 percent during the Saturday midday peak hour.

Due to the mixed-use nature of the proposed project, it is expected that some vehicle trips at the site will be multi-use or "internal" meaning that trips to more than one land use on the site are generated internally and do not add an additional trip to the adjacent roadway network. For example, a patron may stop at the BJ's Wholesale Club and then the coffee shop before leaving the site thereby stop at two land uses during one trip. The internal trip credit was estimated using the procedures outlined in the ITE publication *Trip Generation Handbook, 3rd Edition*². Based on the proposed land uses within the site, the resulting internal trip credits are summarized in Table 1. The trip generation for the site is summarized in Table 2.

Table 1 Internal Capture Rates ^a

Land Use	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Midday Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Discount Club	8%	13%	30%	21%	25%	17%
Coffee Shop	2%	2%	29%	41%	29%	41%
Gas Station	2%	2%	29%	41%	29%	41%

^a Based on ITE *Trip Generation Handbook, 3rd Edition*

² Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington D.C., September 2017

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 6



Table 2 Trip Generation Summary

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Discount Club ^a	50	32	82	215	215	430	321	333	654
Internal Capture ^b	-4	-4	-8	-64	-45	-109	-81	-58	-139
Pass-By Credit ^c	-0	-0	-0	-55	-55	-110	-64	-64	-128
Coffee Shop ^d	96	93	189	43	43	86	97	96	193
Internal Capture ^b	-2	-2	-2	-12	-18	-31	-28	-39	-67
Pass-By Credit ^e	-46	-46	-92	-15	-15	-30	-35	-35	-70
Gas Station ^f	82	82	164	111	112	223	102	102	204
Internal Capture ^b	-2	-2	-4	-32	-46	-78	-30	-42	-72
Pass-By Credit ^g	-50	-50	-100	-41	-41	-82	-32	-32	-64
Total Trips	228	207	435	369	370	739	520	531	1,051
Total Internal Capture	-8	-8	-16	-108	-109	-217	-139	-139	-278
Total Pass-By Credit	-96	-96	-192	-111	-111	-222	-131	-131	-282
Total New Trips	124	103	227	150	150	300	250	261	511

a Based on ITE Trip Generation LUC 857 Discount Club for 102,725 sf

b See Table 1

c Based on ITE Pass-By Credits for Discount Club of 0% AM peak, 34% PM peak and 25% Saturday peak

d Based on ITE Trip Generation LUC 937 for 2,200 sf

e Based on ITE Pass-By Credits for Coffee Shop of 50% AM peak, 55% PM peak and 55% Saturday peak

f Based on ITE Trip Generation LUC 944 Gasoline/Service Station for 16 fueling positions

g Based on ITE Pass-By Credits for Gasoline/Service Station of 63% AM peak, 57% PM peak and 49% Saturday peak

The proposed project is expected to generate 227 new vehicle trips during the weekday AM peak hour (124 entering and 103 exiting), 300 new vehicle trips during the weekday PM peak hour (150 entering and 150 exiting) and 511 new vehicle trips during Saturday midday peak hour (250 entering and 261 exiting).

Build Traffic Volumes

The directional distribution of traffic approaching and departing the site is a function of several variables including population densities, existing travel patterns, and the efficiency of the roadways leading to and from the site. Based on a review of the existing travel patterns and population centers in the area, it is estimated that 55 percent of the new site generated traffic will travel to and from the east on Duanesburg Road and 45 percent will travel to and from the west on Duanesburg Road with 35 percent traveling to and from I-88 and 30 percent traveling to and from Burdeck Street. The directional distribution of pass-by trips to and from the site is based on the existing traffic volumes along the project frontages. The primary and pass-by trip assignments for the project are shown on Figures 6 and 7, respectively. These assigned volumes were then added to the 2024 No-Build peak hour traffic volumes to develop the 2024 Build peak hour traffic volumes. The 2024 Build traffic volumes are summarized on Figure 8.

Ms. Tiffany Marsh
Ref: 22286.00
October 19, 2024
Page 7



Traffic Operations Analysis

Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels of service (LOS).

The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the Highway Capacity Manual (HCM)³. LOS is a measure that considers several factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. The LOS definitions are included in Attachment C.

Intersection Capacity Analysis

Levels of service analyses were conducted for the 2023 Existing, 2024 No-Build, and 2024 Build conditions at the three off-site study area intersections and for the 2024 Build condition at the site access intersection. Tables 3, 4 and 5 summarize the capacity analysis results for the weekday AM, weekday PM, and Saturday Midday peak hours, respectively. The capacity analyses worksheets are included in Attachment D.

The Duanesburg Road at I-88 Access/Becker Road intersection currently operates at overall LOS B during the AM, PM and Saturday peak hours. The LOS B conditions will be maintained during the Saturday peak hour. During the AM and PM peak hours, the overall intersection operations will drop to a LOS C during the AM and PM peak hours in the Build conditions with increases in the average vehicle delay of less than two seconds when compared to the No-Build conditions. These delay increases are considered minor and do not warrant mitigation.

The Duanesburg Road at Pangburn Road intersection currently operates at overall LOS A conditions during the AM, PM, and Saturday peak hours. The LOS A conditions will be maintained through the Build conditions. No mitigation is warranted at this intersection.

The Duanesburg Road at Burdeck Street intersection currently operates at overall LOS B conditions during the AM and PM peak hours and at overall LOS A during the Saturday peak hour. The overall LOS B conditions will be maintained during the AM and PM peak hours through the Build conditions. During the Saturday peak hour, the overall intersection operations will drop to a LOS B during the Saturday peak hour in the Build condition with an increase in the average vehicle delay of less than two seconds when compared to the No-Build conditions. This increase in delay is considered minor and does not warrant mitigation.

The site access driveway on Duanesburg Road is proposed as an unsignalized driveway with a single lane entering the site and two lanes exiting the site to facilitate left and right turn movements. Duanesburg Road is equipped with a center two-way left-turn lane that will be utilized by left-turning vehicles entering and exiting the site. The capacity analysis results show that left-turn vehicles entering the site will operate at LOS A conditions during the three peak hours. Exiting the site, the left-turn movement will operate at LOS C conditions during the AM peak hour, LOS D conditions during the PM peak hour, and LOS E conditions during the Saturday peak hour while the right-turn movement will operate at LOS B/C conditions during the three peak hours. As shown the longest vehicle delays of 37 seconds are anticipated during the Saturday peak hour; however, as noted, the Saturday volumes are conservatively high as they represent the peak hour of the generator for the three land uses combined into one

³ Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 8



peak hour indicating that actual peak hour volumes and delays may be less. The proposed two lanes exiting the site and use of the center two-way left-turn lane results in adequate access to the site as an unsignalized intersection.

Table 3 AM Peak Hour Level of Service Summary

Intersection	Approach	Lane Group	Existing 2023		No-Build 2024		Build 2024	
			Delay	LOS	Delay	LOS	Delay	LOS
Duanesburg Road (NY 7) at I-88 Access/Becker Road	EB	L	28.0	C	29.7	C	31.8	C
		TR	7.8	A	9.0	A	10.6	B
		Approach	17.9	B	19.3	B	20.8	C
	WB	L	16.9	B	18.6	B	20.6	C
		T	19.1	B	21.1	C	23.7	C
		Approach	18.9	B	20.9	C	23.4	C
	NB	LTR	15.3	B	14.9	B	14.4	B
	SB	LT	20.6	C	20.8	C	21.5	C
	Overall		18.6	B	19.6	B	21.0	C
Duanesburg Road (NY 7) at Pangburn Road	EB	LTR	4.7	A	4.7	A	4.8	A
	WB	LTR	4.8	A	4.8	A	4.9	A
	NB	LTR	12.9	B	12.9	B	12.9	B
	SB	LTR	12.3	B	12.3	B	12.2	B
	Overall		7.1	A	7.1	A	7.2	A
Duanesburg Road (NY 7) at Burdeck Street	EB	L	15.4	B	16.0	B	18.1	B
		T	3.5	A	3.7	A	4.3	A
		Approach	8.8	A	8.9	A	10.1	B
	WB	TR	10.5	B	10.9	B	12.5	B
		L	18.4	B	18.4	B	17.9	B
	NB	R	18.2	B	18.2	B	18.2	B
		Approach	18.2	B	18.2	B	18.2	B
	Overall		11.5	B	11.7	B	12.7	B
Duanesburg Road (NY 7) at Site Driveway	EB	LT	--	--	--	--	9.3	A
	SB	L	--	--	--	--	20.8	C
		R	--	--	--	--	14.0	B

EB, WB, NB, SB = Eastbound, Westbound, Northbound, or Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

a Average delay in seconds per vehicle

b Level of service

-- Not Applicable

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 9



Table 4 PM Peak Hour Level of Service Summary

Intersection	Approach	Lane Group	Existing 2023		No-Build 2024		Build 2024	
			Delay	LOS	Delay	LOS	Delay	LOS
Duanesburg Road (NY 7) at I-88 Access/Becker Road	EB	L	27.9	C	28.8	C	31.4	C
		TR	10.3	B	10.9	B	12.8	B
		Approach	17.5	B	18.2	B	20.1	C
	WB	L	18.6	B	19.2	B	21.2	C
		T	22.7	C	23.6	C	27.0	C
		Approach	22.3	C	23.3	C	26.6	C
	NB	LTR	12.5	B	12.3	B	11.6	B
	SB	LT	19.3	B	19.4	B	19.6	B
Overall			19.3	B	19.7	B	21.2	C
Duanesburg Road (NY 7) at Pangburn Road	EB	LTR	4.4	A	4.4	A	4.4	A
	WB	LTR	5.3	A	5.4	A	5.5	A
	NB	LTR	12.8	B	12.8	B	12.9	B
	SB	LTR	12.3	B	12.3	B	12.3	B
	Overall		6.7	A	6.7	A	6.8	A
Duanesburg Road (NY 7) at Burdeck Street	EB	L	13.1	B	14.0	B	15.7	B
		T	3.2	A	3.3	A	3.5	A
		Approach	7.5	A	7.9	A	8.6	A
	WB	TR	9.6	A	10.0	B	10.7	B
		L	19.4	B	19.4	B	19.4	B
		R	16.2	B	16.3	B	16.9	B
	NB	Approach	17.2	B	17.3	B	17.6	B
Overall			10.3	B	10.6	B	11.2	B
Duanesburg Road (NY 7) at Site Driveway	EB	LT	--	--	--	--	9.8	A
	SB	L	--	--	--	--	26.5	D
		R	--	--	--	--	16.1	C

EB, WB, NB, SB = Eastbound, Westbound, Northbound, or Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

a Average delay in seconds per vehicle

b Level of service

-- Not Applicable

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 10



Table 5 Saturday Midday Peak Hour Level of Service Summary

Intersection	Approach	Lane Group	Existing 2023		No-Build 2024		Build 2024	
			Delay	LOS	Delay	LOS	Delay	LOS
Duanesburg Road (NY 7) at I-88 Access/Becker Road	EB	L	19.6	B	19.9	B	23.2	C
		TR	4.7	A	4.9	A	7.2	A
		Approach	11.0	B	11.2	B	13.4	B
	WB	L	12.0	B	12.2	B	15.1	B
		T	13.9	B	14.1	B	18.2	B
		Approach	13.6	B	13.8	B	17.7	B
	NB	LTR	15.7	B	15.6	B	14.1	B
	SB	LT	18.9	B	18.8	B	18.9	B
	Overall		14.0	B	14.2	B	16.4	B
Duanesburg Road (NY 7) at Pangburn Road	EB	LTR	3.7	A	3.8	A	4.0	A
	WB	LTR	4.2	A	4.3	A	4.6	A
	NB	LTR	13.0	B	13.0	B	13.0	B
	SB	LTR	12.7	B	12.6	B	12.4	B
	Overall		5.4	A	5.6	A	5.9	A
Duanesburg Road (NY 7) at Burdeck Street	EB	L	12.1	B	12.3	B	15.6	B
		T	3.3	A	3.3	A	3.7	A
		Approach	7.3	A	7.3	A	8.8	A
	WB	TR	8.9	A	9.0	A	10.1	B
		L	19.3	B	19.3	B	19.3	B
		R	15.9	B	15.9	B	17.0	B
	Overall		9.7	A	9.7	A	10.9	B
Duanesburg Road (NY 7) at Site Driveway	EB	LT	--	--	--	--	9.9	A
	SB	L	--	--	--	--	37.0	E
		R	--	--	--	--	15.2	C

EB, WB, NB, SB = Eastbound, Westbound, Northbound, or Southbound approach

L, T, R = Left-turn, Through, or Right-turn movement

a Average delay in seconds per vehicle

b Level of service

-- Not Applicable

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 11



Sight Distance

Sight distance analysis, in conformance with guidelines in *A Policy on the Geometric Design of Highways and Streets, 7th Edition*⁴ published by the American Association of State Highway and Transportation Officials (AASHTO) was performed at the proposed site access intersection on NY Route 67. Both stopping sight distance (SSD) and intersection sight distance (ISD) were evaluated at the proposed site access location. The posted speed limit on Duanesburg Road is 40-mph. Based on travel speed data collected for the project, the 85th percentile operating speed was measured to be 48-mph in the eastbound direction and 45-mph in the westbound direction; therefore, the sight distance evaluation was completed for a 50-mph operating speed in the eastbound direction and 45-mph in the westbound direction on Duanesburg Road.

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, in this case a vehicle exiting from the driveway or a vehicle waiting on the mainline to turn into the site. Table 6 summarizes the stopping sight distance evaluation.

Table 6 Stopping Sight Distance

Location	Traveling	Measured (feet) ^a	Guideline (feet)
Duanesburg Road at Site Access	EB	700+	425 ^b
	WB	600+	360 ^c

a Based on field measurements taken by VHB.

b Based on AASHTO guidelines for a 50-mph operating speed.

c Based on AASHTO guidelines for a 45-mph operating speed.

A review of Table 6 shows that the stopping sight distances exceed the AASHTO guidelines for the operating speeds at the proposed site driveway.

ISD is based on the time required for perception, reaction, and completion of the desired turning maneuver into or out of the site driveway. Calculation of the ISD includes the time to (1) turn and clear the intersection without conflicting with approaching vehicles; and (2) upon turning, to accelerate to the operating speed on the roadway without causing approaching vehicles on the main road to unduly reduce their speed. Table 6 summarizes the intersection sight distance evaluation.

⁴ A Policy on the Geometric Design of Highways and Streets, 7th Edition, American Association of State Highway and Transportation Officials, 2018.

Ms. Tiffany Marsh
 Ref: 22286.00
 October 19, 2024
 Page 12



Table 7 Intersection Sight Distance

Location	View	Measured (feet) ^a	Guideline (feet)		
			Left-turn Out	Right-turn Out	Left-turn In
Duanesburg Rd at Site Access	Looking Left ^b	600+	500	430	Na
	Looking Right ^c	700+	555	Na	Na
	Looking Straight ^b	600+	Na	Na	365

^a Based on field measurements taken by VHB.

^b Based on AASHTO guidelines for a 50-mph operating speed.

^c Based on AASHTO guidelines for a 45-mph operating speed.

A review of Table 7 shows that the intersection sight distances looking left, right, and straight at the site driveway exceeds AASHTO guidelines. Mitigation is not required, but vegetation along the site frontage should be cleared and maintained a minimum of 14.5 feet back from the travel way to maintain good sight lines.

Conclusions

VHB Engineering, Surveying, Landscape Architecture and Geology, PC (VHB) has conducted a traffic impact evaluation to assess the potential traffic impacts associated with the development of the project site with a 102,725 sf BJ's Wholesale Club, a gas station with 16 fueling positions, and a 2,200 sf commercial building with a drive-through. Based on the current marketing of the site, the analysis was conducted assuming the commercial building would be occupied by a coffee shop. Access to the site will be provided via a full access unsignalized driveway on Duanesburg Road with two lanes exiting the site. The existing center two-way left-turn lane on Duanesburg Road will be utilized by left-turning vehicles entering and exiting the site. The project is anticipated to be fully constructed and operational by 2024.

- The proposed project is expected to generate 227 new vehicle trips (124 entering and 103 exiting) during the weekday AM peak hour, 300 new vehicle trips (150 entering and 150 exiting) during the weekday PM peak hour, and 511 new vehicle trips (250 entering and 261 exiting) during the Saturday midday peak hour.
- The LOS analysis shows that the three off-site intersections of Duanesburg Road at I-88 Access/Becker Road, Duanesburg Road at Pangburn Road, and Duanesburg Road at Burdeck Street all maintain good levels of service through the Build conditions. No mitigation is recommended at these intersections as a result of the proposed project.
- The site will be adequately serviced by the proposed unsignalized site access with a center two-way left-turn lane on Duanesburg Road and a single lane entering and two lanes exiting the site.
- The sight distance evaluation shows that the sight distances at the proposed site access will meet AASHTO guidelines. Mitigation is not required, but vegetation along the site frontage should be cleared and maintained a minimum of 14.5 feet back from the travel way to maintain good sight lines.

Ms. Tiffany Marsh
Ref: 22286.00
October 19, 2024
Page 13



As detailed in the traffic evaluation, the proposed project will be adequately serviced by the surrounding roadway network

Please call with any questions regarding the above evaluation.

Sincerely,

VHB

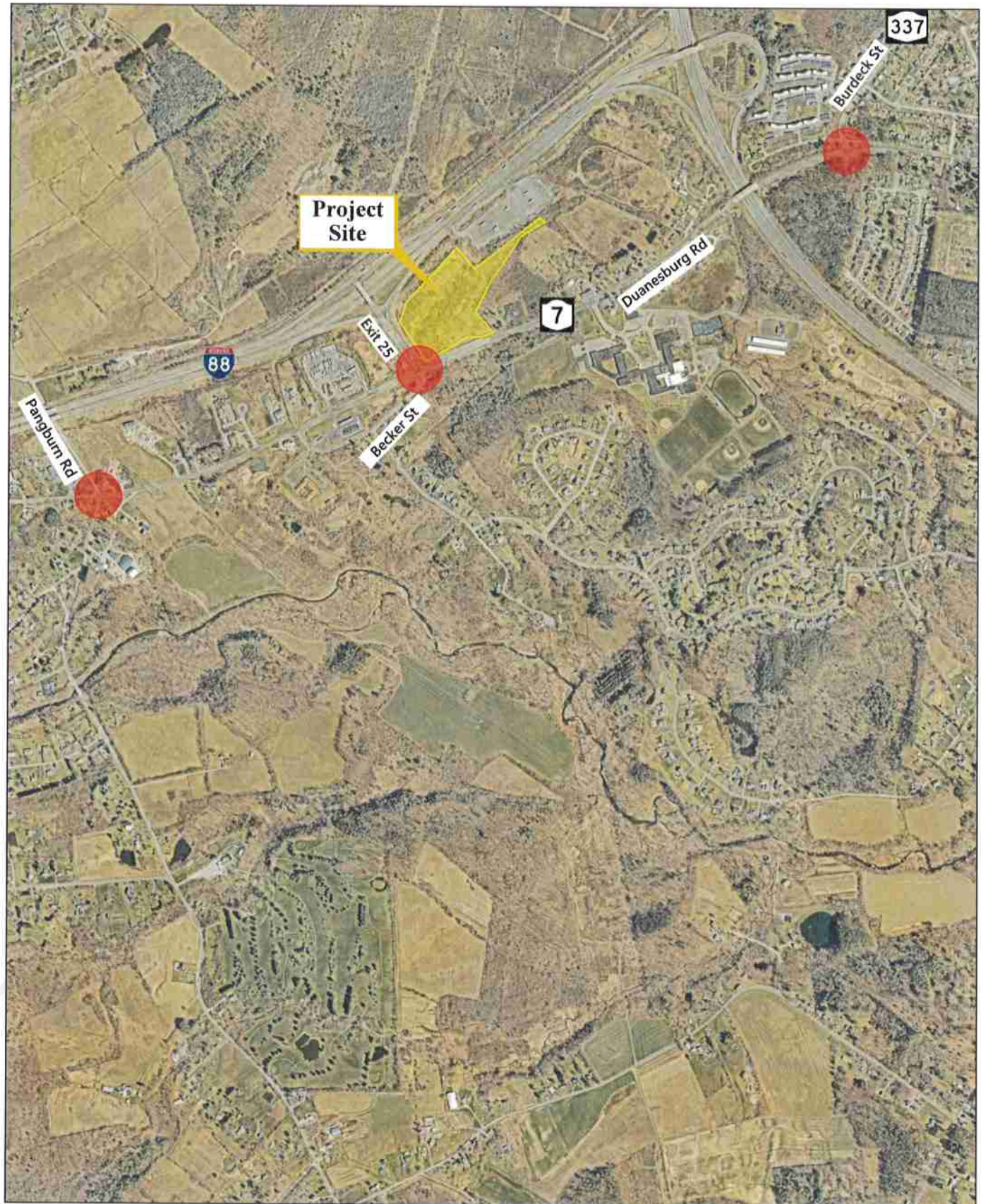
A handwritten signature in blue ink, appearing to read "Alanna Moran".

Alanna Moran, PE
Project Manager

A handwritten signature in blue ink, appearing to read "Wendy C. Holsberger".

Wendy Holsberger, PE, PTOE
Managing Director

Attachments



Legend

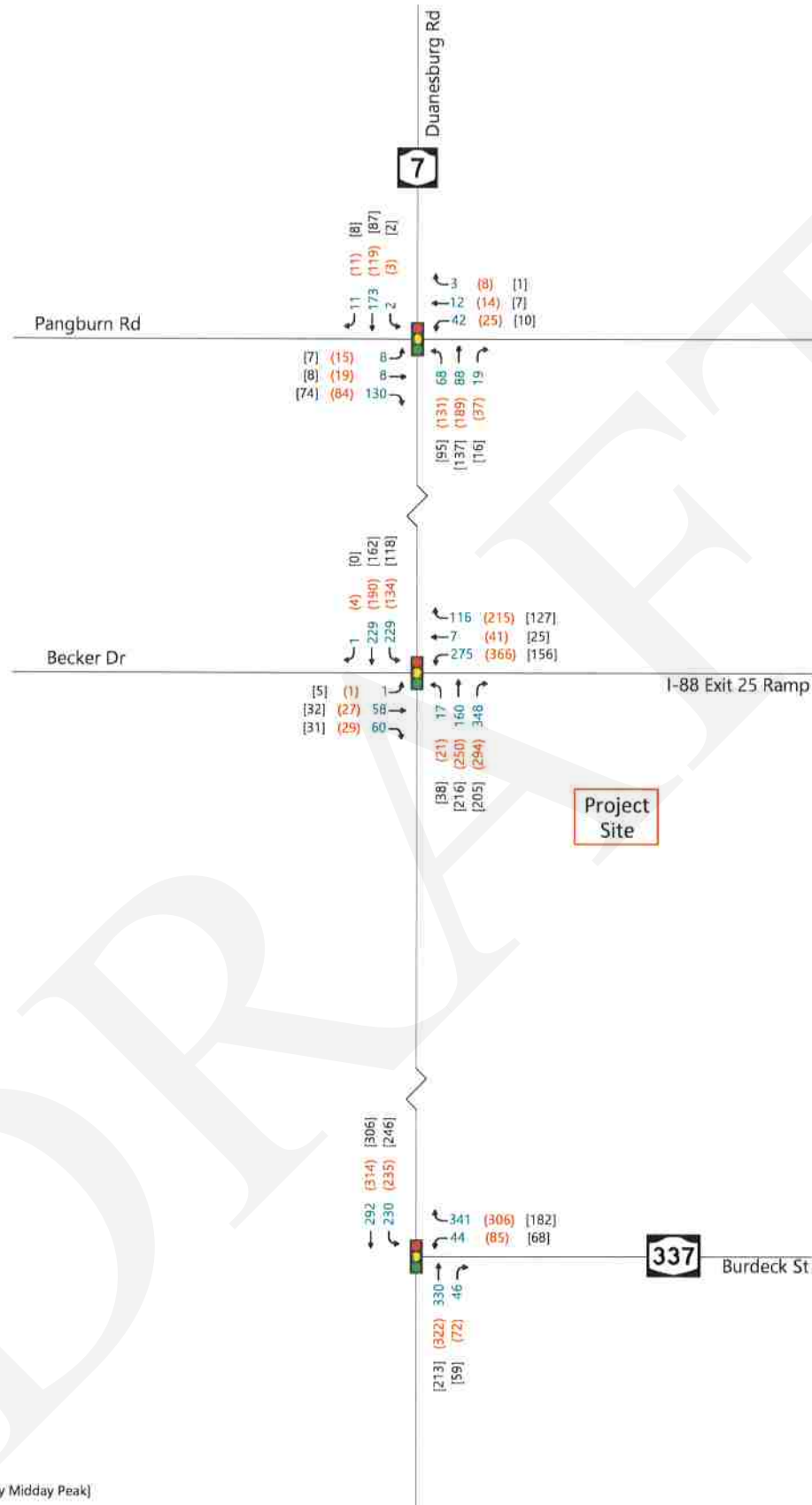


Study Intersection



Project Location
Rotterdam Retail
Duanesburg Rd (NY 7)
Rotterdam, New York

Figure 1

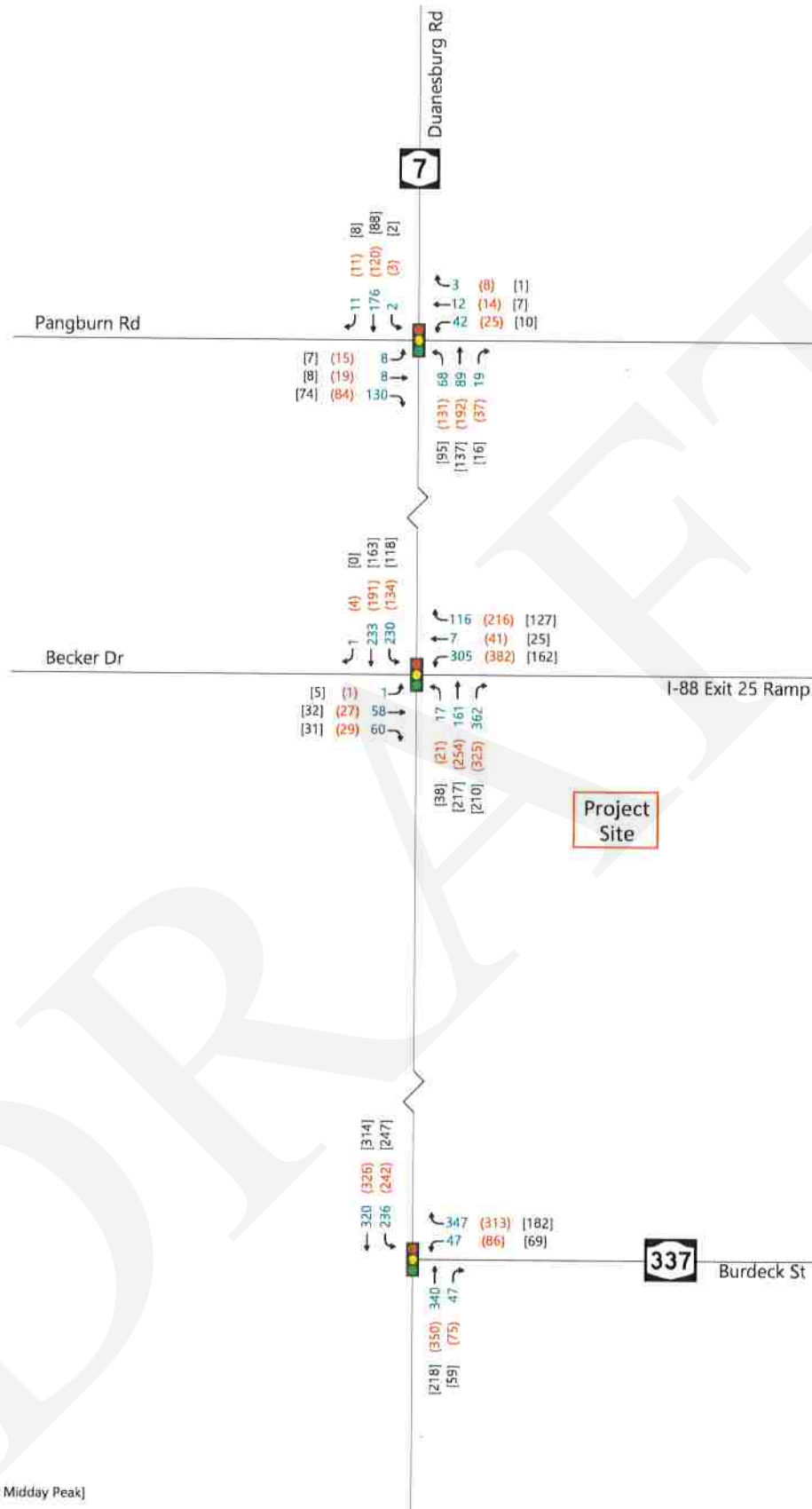


Not to Scale



2023 Existing Traffic Volumes
 Rotterdam Retail
 Duaneburg Rd (NY 7)
 Rotterdam, New York

Figure 2



Project Site

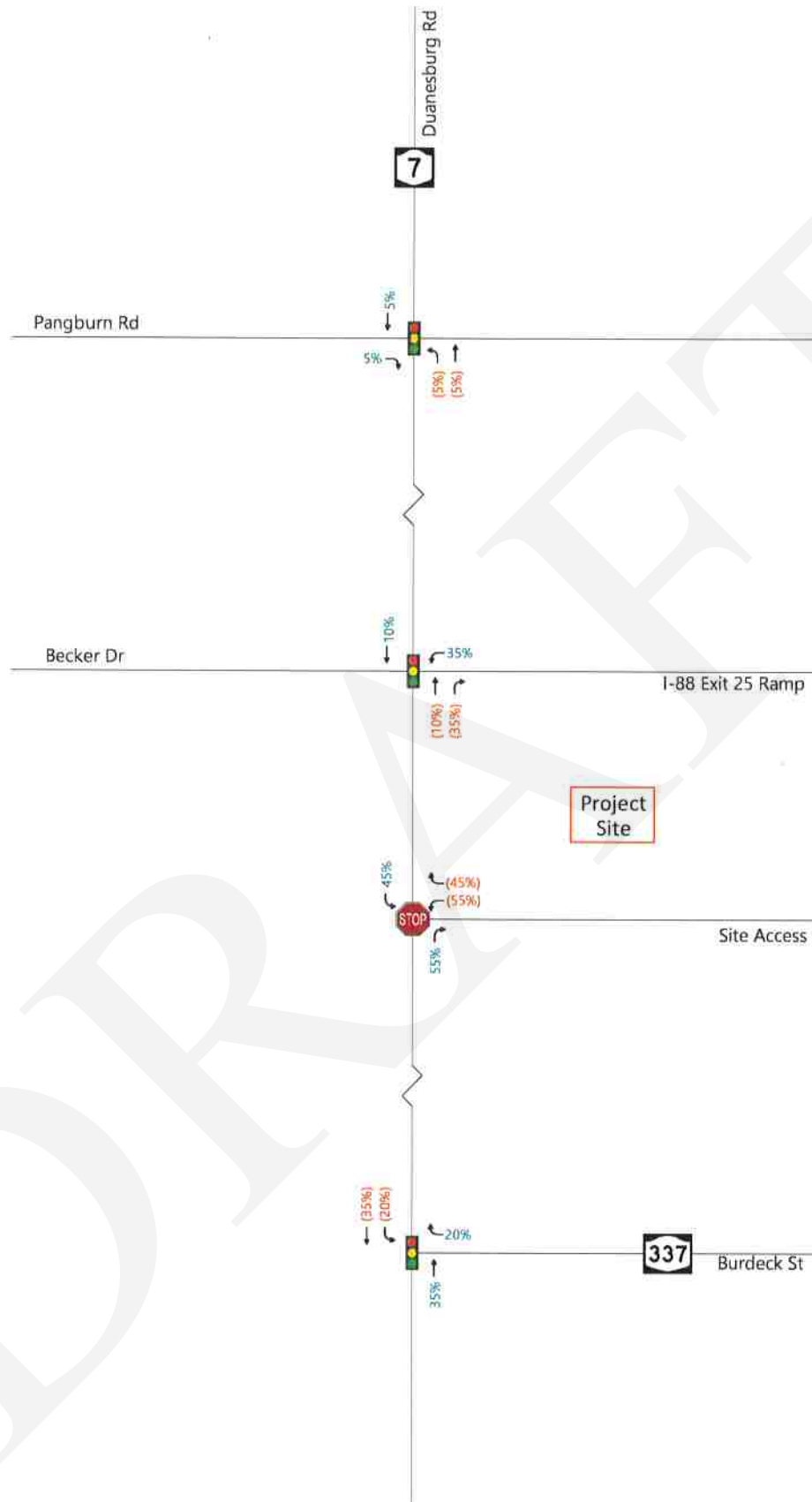


Not to Scale



2024 No-Build Traffic Volumes
 Rotterdam Retail
 Duaneburg Rd (NY 7)
 Rotterdam, New York

Figure 3



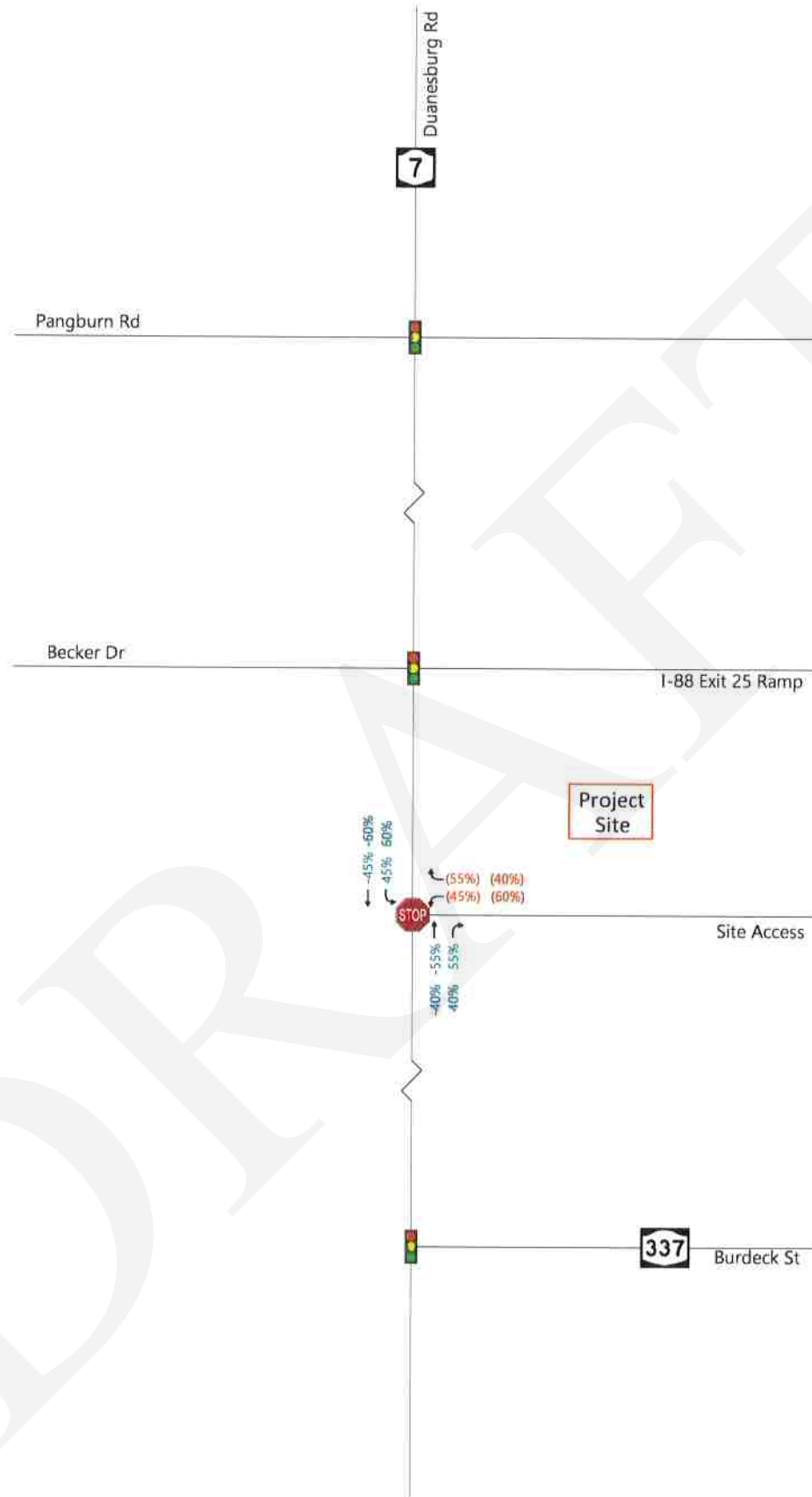
Not to Scale

Key: Entering %, (Exiting %)



Primary Trip Distribution
 Rotterdam Retail
 Duaneburg Rd (NY 7)
 Rotterdam, New York

Figure 4



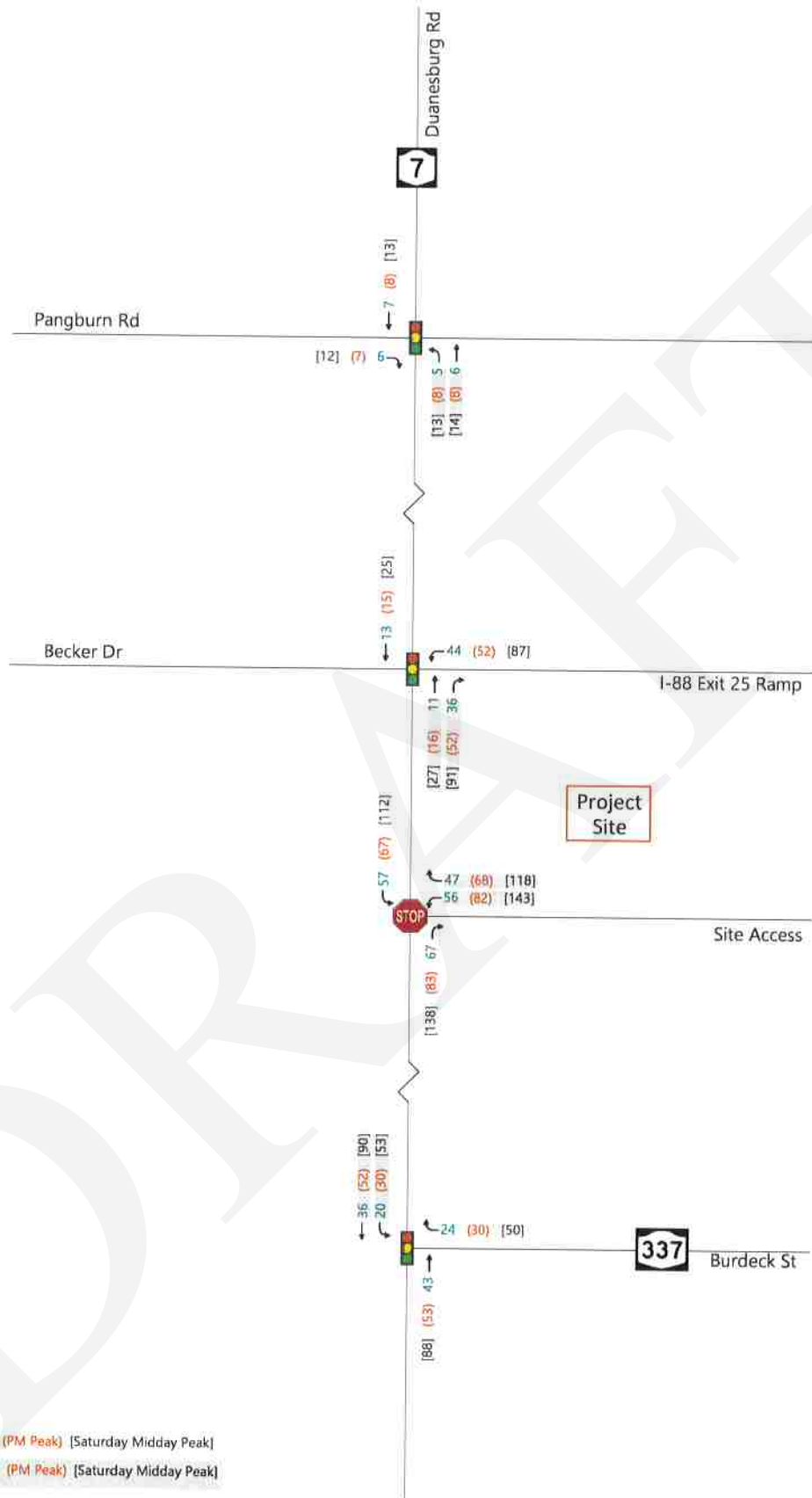
Not to Scale

Key: AM and PM Peak - Entering %, (Exiting %)
 Saturday Peak - Entering %, (Exiting %)



Pass-By Trip Distribution
 Rotterdam Retail
 Duanesburg Rd (NY 7)
 Rotterdam, New York

Figure 5

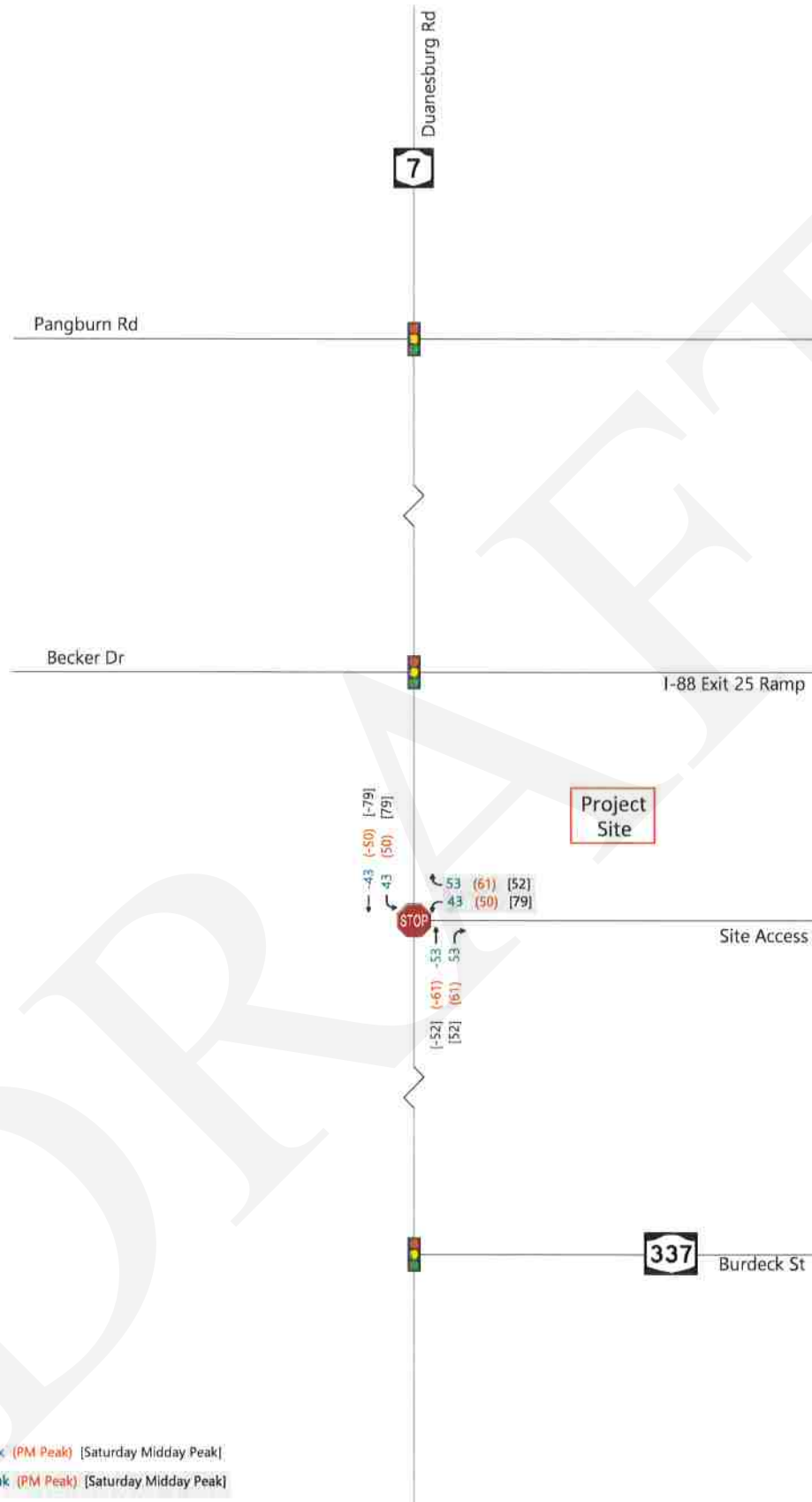


Not to Scale



Trip Assignment
 Rotterdam Retail
 Duaneburg Rd (NY 7)
 Rotterdam, New York

Figure 6

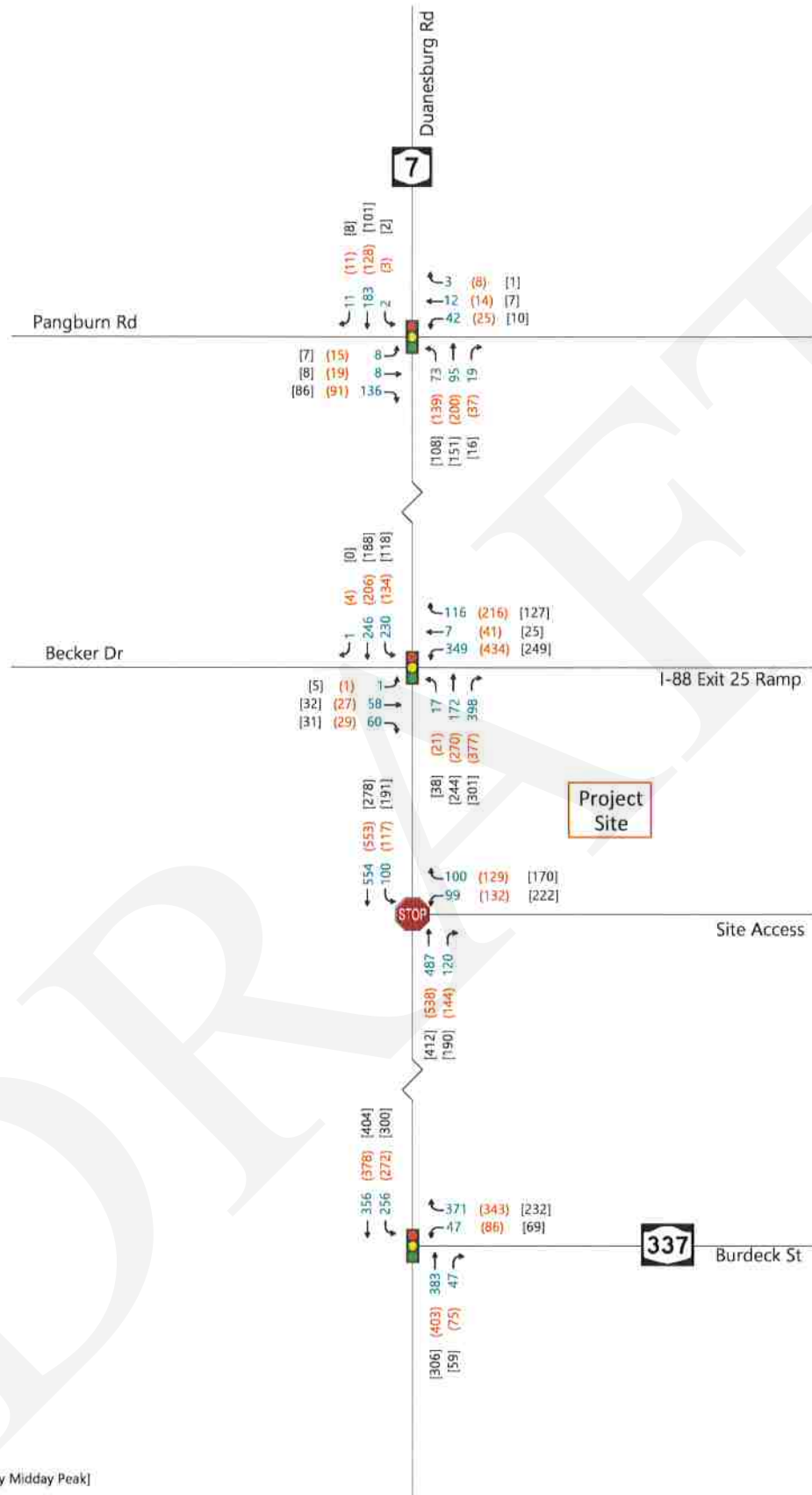


Not to Scale



Pass-By Trip Assignment
 Rotterdam Retail
 Duaneburg Rd (NY 7)
 Rotterdam, NY

Figure 7



Key:
 AM Peak (PM Peak) [Saturday Midday Peak]



Not to Scale



2024 Build Traffic Volumes
 Rotterdam Retail
 Duanesburg Rd (NY 7)
 Rotterdam, New York

Figure 8

Attachments

- A. Concept Plan
- B. Traffic Volume Data
- C. LOS Definitions
- D. Capacity Analysis Worksheets

Attachment A – Concept Plan

DRAFT



Attachment B – Traffic Volume Data

DRAFT

11594-1
42.782047 -74.026447
2023-09-14



SUMMARY	
Project	VHB
Project Code	11594
Site Name	11594-1
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	07:00
End Time	17:45
Location	11594-1
Latitude and Longitude	42.782047, -74.026447

	START	END	PHF
AM PEAK	2023-09-14 07:00:00	2023-09-14 08:00:00	0.89
PM PEAK	2023-09-14 16:15:00	2023-09-14 17:15:00	0.97

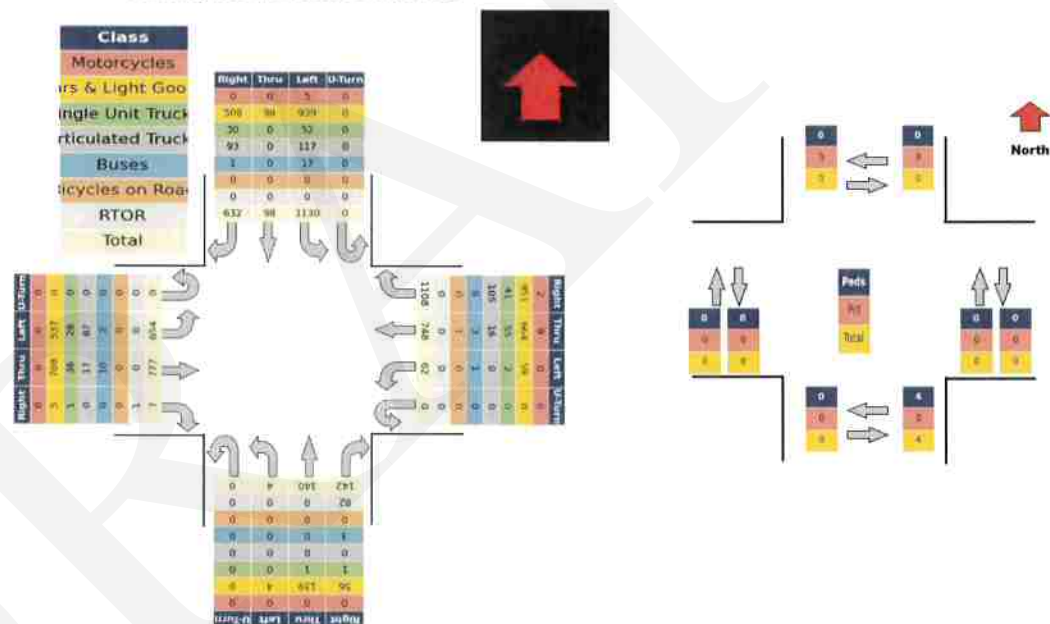
Forced Peak PM	2023-09-14 16:00:00	2023-09-14 17:00:00	0.97
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11594-1
42.782047, -74.026447
2023-09-14



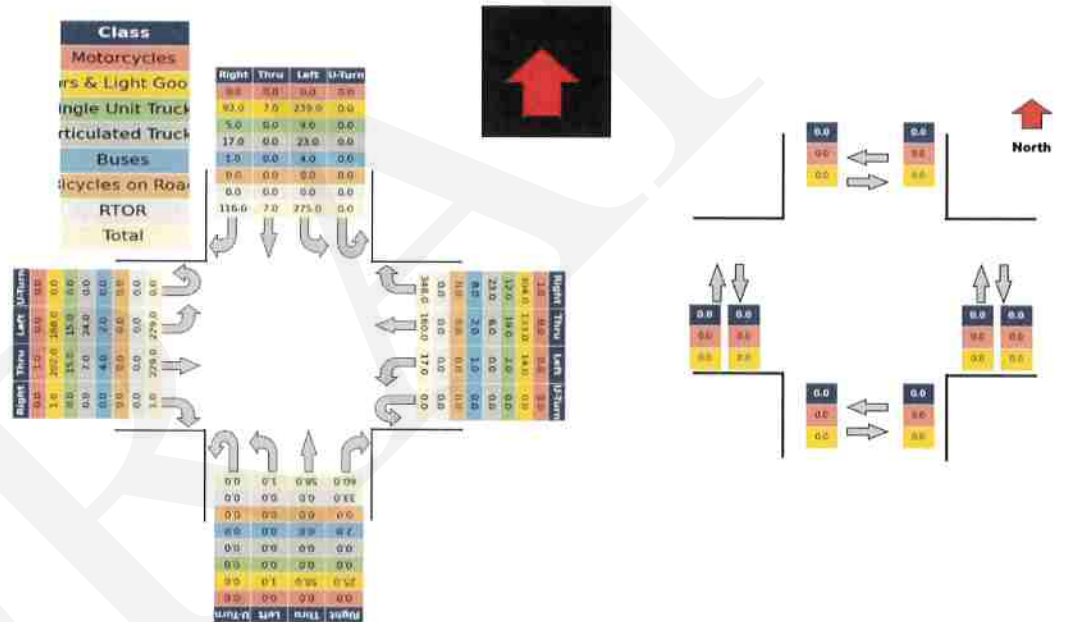
Turning Movement Data Plot



11594-1
42.782047, -74.026447
2023-09-14



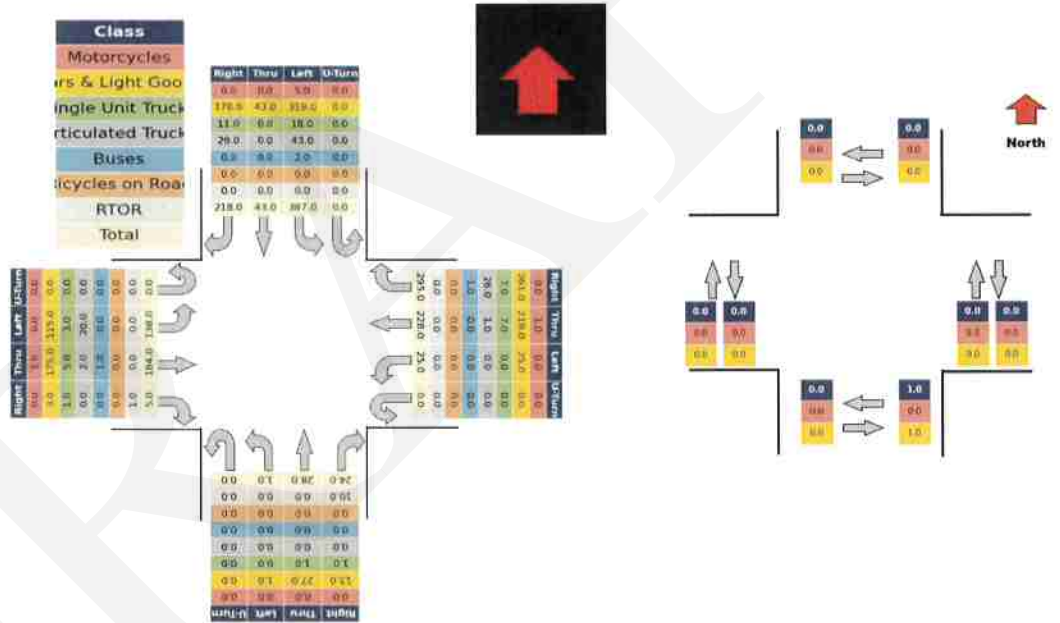
AM Peak Turning Movement Data Summary



11594-1
42.782047, -74.026447
2023-09-14



PM Peak Turning Movement Data Summary



11594-1
42.782047, -74.026447
2023-09-14



RTOR

LMI	Decker Road						Dorchester Rd						Decker Road						Dorchester Rd					
	U-Turn	Left	Thru	Right	Peds CCW A	Peds ACW A	Right	U-Turn	Left	Thru	Peds CCW B	Peds ACW B	Thru	Right	U-Turn	Left	Peds CCW C	Peds ACW C	Left	Thru	Right	U-Turn	Peds CCW D	Peds ACW D
Start Time																								
07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

11594-1
42.782047, -74.026447
2023-09-14



Total Volume Class Breakdown

Leg	Rochester Road										Dorchester Rd										Riverton Rd										Dorchester Rd									
	U-Turn	Left	Thru	Right	App Total A	Peds	CCW	ACW	ACW	Right	U-Turn	Left	Thru	App Total B	Peds	CCW	ACW	ACW	Right	U-Turn	Left	Thru	App Total C	Peds	CCW	ACW	ACW	Right	U-Turn	Left	Thru	App Total D	Peds	CCW	ACW	ACW	Right			
Start Time	0	75	0	22	97	0	0	0	0	88	0	2	32	119	0	0	0	0	7	0	0	0	1	17	0	0	52	48	0	0	101	0	0	0	0	334				
07:00:00	0	72	1	33	107	0	0	0	0	84	0	0	36	125	0	0	0	0	15	0	0	0	0	47	0	0	63	63	0	0	115	0	0	0	0	434				
07:15:00	0	60	0	36	96	0	0	0	0	112	0	0	38	179	0	0	0	0	20	0	0	0	0	30	0	0	50	62	0	0	112	0	0	0	0	418				
07:30:00	0	67	0	28	95	0	0	0	0	87	0	0	34	105	0	0	0	0	16	0	0	0	0	22	0	0	66	26	1	0	111	0	0	0	0	352				
07:45:00	0	42	1	21	74	0	0	0	0	35	0	1	25	65	0	0	0	0	4	0	0	0	0	19	0	0	37	17	0	0	114	0	0	0	0	282				
08:00:00	0	54	0	32	79	0	0	0	0	37	0	0	29	68	0	0	0	0	16	0	0	0	1	22	0	0	49	50	0	0	99	0	0	0	0	280				
08:15:00	0	48	0	28	76	0	0	0	0	48	0	0	42	90	0	0	0	0	9	0	0	0	0	22	0	0	38	38	0	0	76	0	0	0	0	264				
08:30:00	0	43	0	17	60	0	0	0	0	48	0	0	38	74	0	0	0	0	10	0	0	0	0	18	0	0	30	37	0	0	68	0	0	0	0	220				
08:45:00	0	75	11	52	138	0	0	0	0	26	0	1	75	150	0	0	0	0	3	0	0	0	0	15	0	0	39	31	0	0	90	0	0	0	0	404				
09:00:00	0	79	10	52	141	0	0	0	0	36	0	0	81	135	0	0	0	0	7	0	0	0	0	10	0	0	30	36	1	0	90	0	0	0	0	362				
09:15:00	0	157	7	30	184	0	0	0	0	78	0	0	58	138	0	0	0	0	7	0	0	0	0	12	0	1	37	48	1	0	94	0	0	0	0	398				
09:30:00	0	195	13	81	179	0	0	0	0	88	0	0	54	127	0	0	0	0	8	0	0	1	18	0	0	29	38	1	0	94	0	0	0	0	388					
09:45:00	0	86	13	35	134	0	0	0	0	86	0	0	52	148	0	0	0	0	4	0	0	0	7	0	0	43	43	1	0	89	0	0	0	0	408					
10:00:00	0	79	0	69	148	0	0	0	0	86	0	0	40	115	0	0	0	0	3	0	0	0	0	12	0	0	32	38	0	0	88	0	0	0	0	354				
10:15:00	0	72	13	35	140	0	0	0	0	84	0	0	54	130	0	0	0	0	3	0	0	0	0	9	0	0	36	42	1	0	78	0	0	0	0	347				
10:30:00	0	54	10	44	108	0	0	0	0	48	0	0	43	111	0	0	0	0	5	0	0	0	0	10	0	0	25	35	0	0	60	0	0	0	0	298				
Grand Total	0	1139	98	832	1669	0	0	0	0	1108	0	62	748	1818	0	0	0	0	148	142	0	4	284	0	4	654	777	7	0	1428	0	0	0	0	3663					
Motorcycle %	0	90	0	53	93	0	0	0	0	87	0	0	39	89	0	0	0	0	48	49	0	1	98	0	0	49	54	0	0	99	0	0	0	0	384					
Motorcycle %	0	26	1	11	28	0	0	0	0	30	0	1	13	34	0	0	0	0	2	2	0	0	0	5	0	0	11	14	0	0	27	0	0	0	0	105				
Motorcycle %	0	5	0	9	5	0	0	0	0	7	0	0	3	11	0	0	0	0	2	0	0	0	0	2	0	0	6	8	0	0	6	0	0	0	0	22				
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Care & Light Goods %	0	939	98	308	1545	0	0	0	0	951	0	59	864	1674	0	0	0	0	138	138	0	4	289	0	0	527	708	5	0	1350	0	0	0	0	1688					
Care & Light Goods %	0	83	100	80	83	0	0	0	0	85	0	95	88	87	0	0	0	0	39	39	0	100	88	0	0	82	91	71	0	34	0	0	0	0	84					
Single Unit Trucks %	0	82	0	26	52	0	0	0	0	41	0	2	55	88	0	0	0	0	1	1	0	0	0	2	0	0	29	34	1	0	85	0	0	0	0	347				
Single Unit Trucks %	0	4	0	4	4	0	0	0	0	2	0	0	7	5	0	0	0	0	2	2	0	0	0	0	0	4	14	0	0	4	0	0	0	0	4					
Articulated Trucks %	0	117	0	33	210	0	0	0	0	109	0	0	18	121	0	0	0	0	0	0	0	0	0	0	0	0	97	17	0	0	104	0	0	0	0	539				
Articulated Trucks %	0	10	0	14	11	0	0	0	0	9	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	13	8	0	0	17	0	0	0	0	7				
Buses %	0	17	0	1	18	0	0	0	0	1	0	0	3	13	0	0	0	0	3	3	0	0	0	0	0	0	2	10	0	0	12	0	0	0	0	48				
Buses %	0	1	0	2	3	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0					
Motorcycle on Road %	0	6	0	3	9	0	0	0	0	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					
Motorcycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
RTOR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
RTOR %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Pd %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Pd %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

11594-1
42.782047, -74.026447
2023-09-14



Peak AM Class Breakdown

Peak AM Class Breakdown																																								
Leg	Rochester Road										Duneseburg Rd										Rochester Road										Duneseburg Rd									
Start Time	U-Turn	Left	Thru	Right	app Total A	Peak CCW A	Peak ACW A	Right	U-Turn	Left	Thru	app Total B	Peak CCW B	Peak ACW B	Thru	Right	U-Turn	Left	app Total C	Peak CCW C	Peak ACW C	Left	Thru	Right	U-Turn	app Total D	Peak CCW D	Peak ACW D	Int Total											
07:00:00	0.0	75.0	0.0	25.0	100.0	0.0	0.0	85.0	0.0	0.0	32.0	119.0	0.0	0.0	7.0	0.0	0.0	1.0	17.0	0.0	0.0	62.0	48.0	0.0	0.0	101.0	0.0	0.0	0.0	0.0										
07:15:00	0.0	75.0	1.0	33.0	109.0	0.0	0.0	84.0	0.0	0.0	36.0	125.0	0.0	0.0	15.0	32.0	0.0	0.0	47.0	0.0	0.0	63.0	83.0	0.0	0.0	146.0	0.0	0.0	0.0	0.0										
07:30:00	0.0	80.0	0.0	35.0	115.0	0.0	0.0	112.0	0.0	0.0	38.0	178.0	0.0	0.0	20.0	13.0	0.0	0.0	33.0	0.0	0.0	50.0	82.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0										
07:45:00	0.0	87.0	0.0	28.0	115.0	0.0	0.0	97.0	0.0	0.0	34.0	125.0	0.0	0.0	16.0	0.0	0.0	0.0	22.0	0.0	0.0	55.0	75.0	1.0	0.0	131.0	0.0	0.0	0.0	0.0										
Grand Total	0.0	270.0	7.0	118.0	395.0	0.0	0.0	348.0	0.0	0.0	170.0	180.0	0.0	0.0	38.0	80.0	0.0	1.0	119.0	0.0	0.0	320.0	320.0	1.0	0.0	459.0	0.0	0.0	0.0	0.0										
approach %	0.0	89.3	1.0	29.0	89.0	0.0	0.0	88.0	0.0	0.0	30.0	89.0	0.0	0.0	46.0	50.0	0.0	0.0	94.0	0.0	0.0	49.0	49.0	0.0	0.0	90.0	0.0	0.0	0.0	0.0										
Total %	0.0	14.32	0.07	7.73	29.92	0.0	0.0	29.19	0.0	0.0	11.51	19.88	0.0	0.0	3.86	4.6	0.0	0.01	7.89	0.0	0.0	15.89	19.24	0.07	0.0	30.56	0.0	0.0	0.0	0.0										
Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0										
Motorcycles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Cars & Light Goods	0.0	259.0	7.0	91.0	357.0	0.0	0.0	304.0	0.0	0.0	145.0	133.0	0.0	0.0	36.0	25.0	0.0	1.0	94.0	0.0	0.0	189.0	282.0	1.0	0.0	391.0	0.0	0.0	0.0	0.0										
Cars & Light Goods %	0.0	86.91	100.0	86.17	85.18	0.0	0.0	87.39	0.0	0.0	82.35	83.52	0.0	0.0	100.0	41.67	0.0	100.0	73.59	0.0	0.0	92.1	86.21	100.0	0.0	95.19	0.0	0.0	0.0	0.0										
Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Single Unit Trucks %	0.0	3.27	0.0	4.31	3.52	0.0	0.0	3.48	0.0	0.0	11.76	11.88	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Articulated Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Buses %	0.0	1.45	0.0	0.88	1.28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
RTOR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
RTOR %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Peak	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Peak %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Pol	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
Pol %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
POF	0.0	0.02	0.06	0.03	0.03	0.0	0.0	0.78	0.0	0.71	0.88	0.73	0.0	0.0	0.72	0.47	0.0	0.25	0.83	0.0	0.0	0.88	0.69	0.25	0.0	0.79	0.0	0.0	0.0	0.0										

11594-1
42 782047 -74 025447
2023-09-14



Forced Peak PM Class Breakdown

Forced Peak PM Class Breakdown																														
Leg	Brook Road														Dunwoody Rd															
Start Time	U-Turn	Left	Thru	Right	App Total	Peds COW	Peds ACW	Right	U-Turn	Left	Thru	App Total	Peds COW	Peds ACW	Thru	Right	U-Turn	Left	App Total	Peds COW	Peds ACW	Left	Thru	Right	U-Turn	App Total	Peds COW	Peds ACW	Int Total	
18:00:00	0.0	73.0	11.0	38.0	122.0	0.0	0.0	85.0	0.0	0.0	75.0	168.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	38.0	35.0	0.0	0.0	86.0	0.0	0.0	404.0	
18:15:00	0.0	79.0	10.0	30.0	119.0	0.0	0.0	86.0	0.0	0.0	81.0	176.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	18.0	0.0	0.0	33.0	60.0	2.0	0.0	89.0	0.0	0.0	382.0
18:30:00	0.0	127.0	7.0	30.0	164.0	0.0	0.0	78.0	0.0	0.0	88.0	186.0	0.0	0.0	7.0	0.0	0.0	0.0	12.0	0.0	1.0	37.0	49.0	1.0	0.0	84.0	0.0	0.0	386.0	
18:45:00	0.0	106.0	13.0	81.0	179.0	0.0	0.0	88.0	0.0	0.0	78.0	127.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	0.0	0.0	23.0	38.0	1.0	0.0	64.0	0.0	0.0	388.0	
Grand Total	0.0	365.0	41.0	216.0	622.0	0.0	0.0	294.0	0.0	0.0	211.0	398.0	0.0	0.0	27.0	28.0	0.0	1.0	57.0	0.0	4.0	134.0	136.0	4.0	0.0	329.0	0.0	0.0	1573.0	
Approach %	0.0	58.0	6.6	34.8	86.0	0.0	0.0	52.0	0.0	0.0	44.0	89.0	0.0	0.0	47.0	50.0	0.0	1.0	88.0	0.0	0.0	40.0	67.0	1.0	0.0	86.0	0.0	0.0	393.0	
Total %	0.0	23.26	2.67	13.68	38.61	0.0	0.0	18.7	0.0	1.34	15.9	38.84	0.0	0.0	1.72	1.84	0.0	0.06	3.83	0.0	3.25	8.52	12.09	0.23	4.4	20.87	0.0	0.0	150.0	
Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Motorcycles %	0.0	0.00	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cars & Light Goods	0.0	300.0	41.0	181.0	522.0	0.0	0.0	257.0	0.0	0.0	207.0	378.0	0.0	0.0	28.0	14.0	0.0	1.0	41.0	0.0	0.0	114.0	176.0	2.0	0.0	285.0	0.0	0.0	1378.0	
Cars & Light Goods %	0.0	83.81	100.0	84.19	84.89	0.0	0.0	87.41	0.0	100.0	94.8	95.15	0.0	0.0	96.5	48.28	0.0	100.0	71.85	0.0	0.0	85.07	84.81	50.0	0.0	88.84	0.0	0.0	87.72	
Single Unit Trucks	0.0	16.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	
Single Unit Trucks %	0.0	4.37	0.0	4.19	4.32	0.0	0.0	0.04	0.0	0.0	0.0	4.04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.04	
Articulated Trucks	0.0	38.0	0.0	38.0	76.0	0.0	0.0	38.0	0.0	0.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.75	3.19	25.0	0.0	3.44	0.0	0.0	3.19	
Articulated Trucks %	0.0	8.84	0.0	11.82	8.81	0.0	0.0	13.2	0.0	0.0	0.0	9.56	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	1.0	0.0	0.0	2.0	0.0	0.0	11.0	
Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Buses %	0.0	1.84	0.0	0.0	0.00	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RTOR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RTOR %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Peds %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Int	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PIF	0.0	0.00	0.00	0.00	0.00	0.0	0.0	0.00	0.0	0.00	0.00	0.00	0.0	0.0	0.75	0.81	0.0	0.00	0.79	0.0	0.33	0.88	0.88	0.0	0.0	0.81	0.0	0.0	0.87	

11594-1
42.782047, -74.026447
2023-09-16



SUMMARY	
Project	VHB
Project Code	11594
Site Name	11594-1
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	11:00
End Time	12:45
Location	11594-1
Latitude and Longitude	42.782047, -74.026447

	START	END	PHF
AM PEAK	2023-09-16 11:00:00	2023-09-16 12:00:00	0.97
PM PEAK	2023-09-16 12:00:00	2023-09-16 13:00:00	0.9

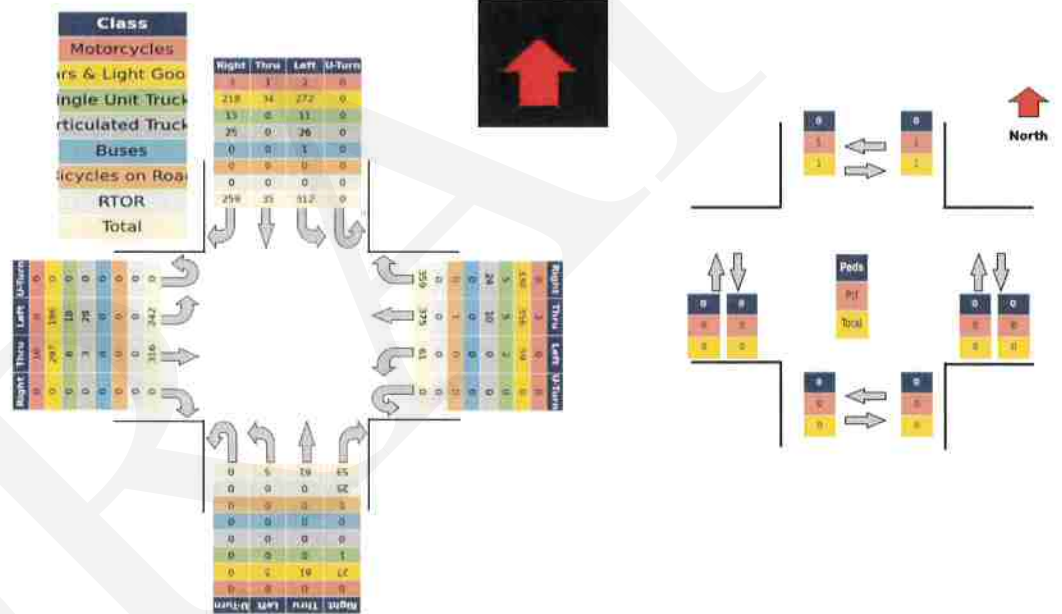
Forced Peak PM	2023-09-16 12:00:00	2023-09-16 13:00:00	0.9
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11594-1
42.782047, -74.026447
2023-09-16



Turning Movement Data Plot



11594-1
42.782047, -74.026447
2023-09-16



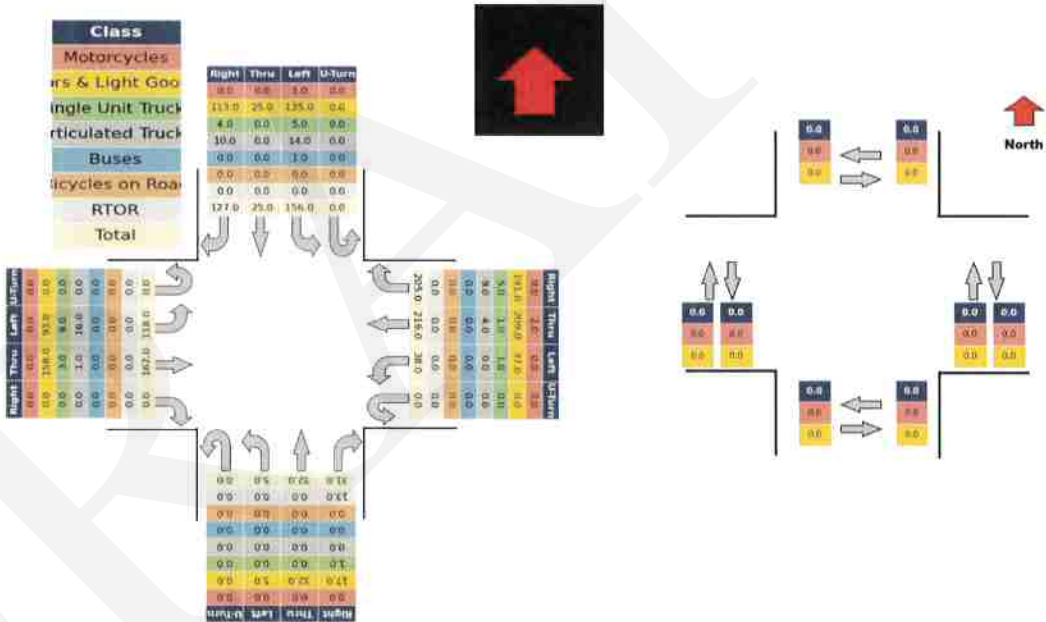
Forced Peak PM Class Breakdown

Leg	Becker Road										Dumfriesburg Rd									
	U-Turn	Left	Thru	Right	app Total	A Peds COW	A Peds ACW A	Right	U-Turn	Left	Thru	app Total	B Peds COW	B Peds ACW B	Thru	Right	U-Turn	Left	app Total	C Peds COW
12:00-05	0.0	39.0	3.0	30.0	72.0	0.0	0.0	43.0	0.0	3.0	81.0	89.0	0.0	0.0	0.0	19.0	0.0	0.0	35.0	0.0
12:15-06	0.0	48.0	0.0	38.0	86.0	0.0	0.0	82.0	0.0	13.0	95.0	130.0	0.0	0.0	11.0	0.0	0.0	1.0	17.0	0.0
12:30-05	0.0	39.0	10.0	30.0	84.0	0.0	0.0	56.0	0.0	14.0	51.0	123.0	0.0	0.0	0.0	11.0	0.0	1.0	20.0	0.0
12:45-05	0.0	32.0	4.0	34.0	70.0	0.0	0.0	42.0	0.0	7.0	49.0	86.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	0.0
Grand Total	0.0	160.0	25.0	127.0	309.0	0.0	0.0	205.0	0.0	34.0	216.0	439.0	0.0	0.0	32.0	31.0	0.0	0.0	69.0	0.0
approach %	0.0	60.0	8.0	47.0	89.0	0.0	0.0	64.0	0.0	0.0	47.0	89.0	0.0	0.0	47.0	49.0	0.0	7.0	80.0	0.0
Total %	0.0	13.01	2.34	11.39	27.82	0.0	0.0	18.39	0.0	3.41	16.37	41.17	0.0	0.0	2.97	3.79	0.0	0.0	6.1	0.0
Motorcycles	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Motorcycles %	0.0	0.64	0.0	0.0	0.32	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Car & Light Goods	0.0	135.0	25.0	113.0	273.0	0.0	0.0	191.0	0.0	27.0	209.0	437.0	0.0	0.0	32.0	31.0	0.0	0.0	64.0	0.0
Car & Light Goods %	0.0	86.54	100.0	88.99	89.84	0.0	0.0	93.17	0.0	97.37	96.76	99.21	0.0	0.0	100.0	94.84	0.0	100.0	79.41	0.0
Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
Single Unit Trucks %	0.0	0.21	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0.0	14.0	0.0	16.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks %	0.0	8.97	0.0	7.87	7.79	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses %	0.0	0.64	0.0	0.0	0.32	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Motorcycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Motorcycles on Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTOR	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTOR %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peds %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.0	0.05	0.02	0.01	0.03	0.0	0.0	0.03	0.0	0.04	0.03	0.03	0.0	0.0	0.03	0.07	0.0	0.04	0.05	0.0

11594-1
42.782047, -74.026447
2023-09-16



PM Peak Turning Movement Data Summary



11594-2
42.778296, -74.038518
2023-09-14



SUMMARY	
Project	VHB
Project Code	11594
Site Name	11594-2
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	07:00
End Time	17:45
Location	11594-2
Latitude and Longitude	42.778296, -74.038518

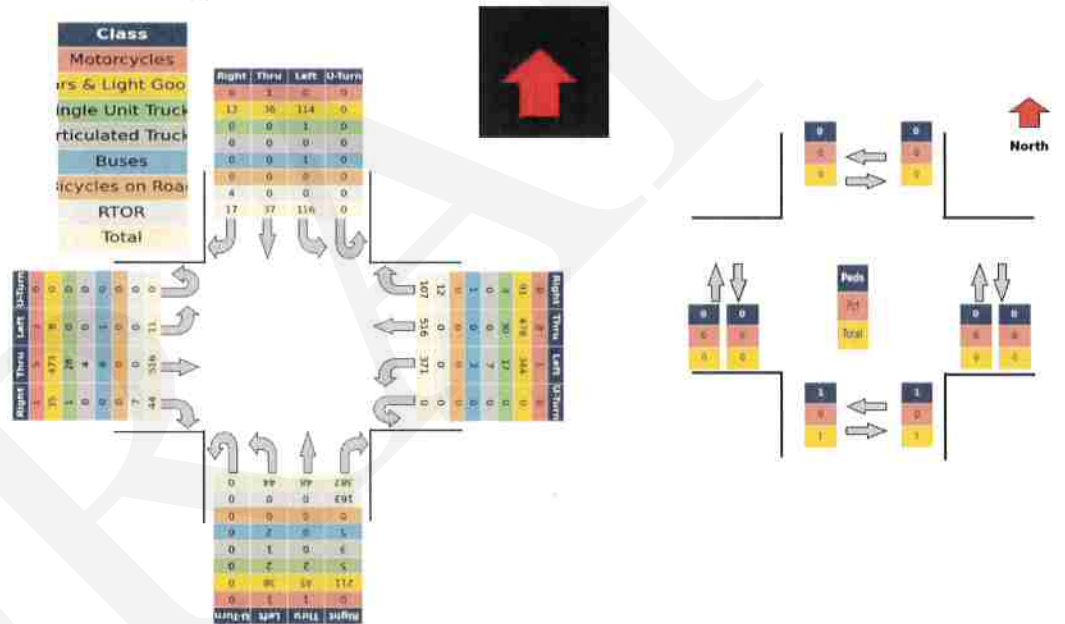
	START	END	PHF
AM PEAK	2023-09-14 07:00:00	2023-09-14 08:00:00	0.89
PM PEAK	2023-09-14 16:00:00	2023-09-14 17:00:00	0.92



11594-2
42.778296, -74.038518
2023-09-14



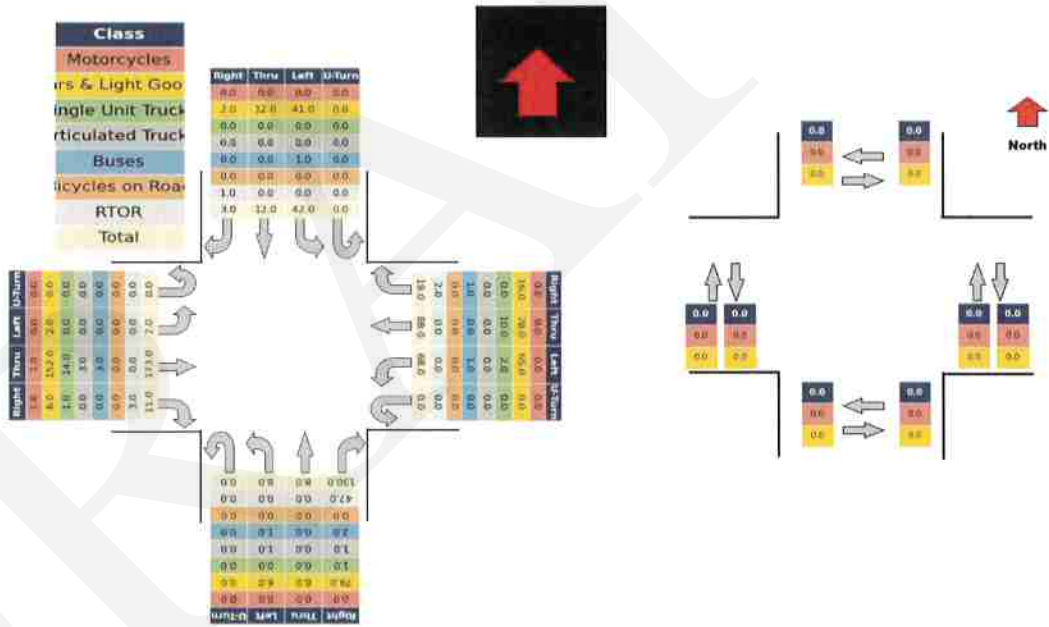
Turning Movement Data Plot



11594-2
42.778296, -74.038518
2023-09-14



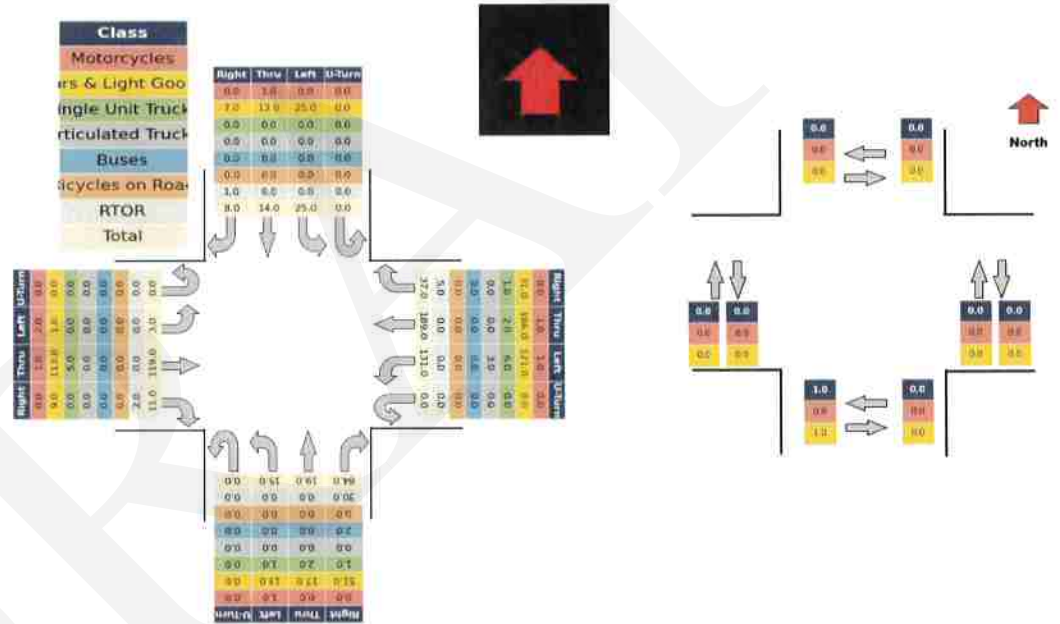
AM Peak Turning Movement Data Summary



11594-2
42 778296 -74.038518
2023-09-14



PM Peak Turning Movement Data Summary



11594-2
42.778296, -74.038518
2023-09-14



RTOR

Leg	Perungudi Rd								Dumreswara Rd						Perungudi Rd								Dumreswara Rd					
	U-Turn	Left	Thru	Right	Peak CCW A	Peak ACW A	Right	U-Turn	Left	Thru	Peak CCW B	Peak ACW B	Thru	Right	U-Turn	Left	Peak CCW C	Peak ACW C	Left	Thru	Right	U-Turn	Peak CCW D	Peak ACW D				
07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
07:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0			
07:30	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
07:45	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0			
08:00	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
08:15	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
08:45	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	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	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
10:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0			
10:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
10:45	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0			
17:00	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0			
17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
17:45	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0			
Total	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	103.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0			

11594-2
42.778296, -74.038518
2023-09-14



Total Volume Class Breakdown

Leg	Pangloss Rd										Dunsmuir Rd										Dunsmuir Rd																	
	U-Turn	Left	Thru	Right	app Total	A-Peds	CCW	A-Peds	ACW	Right	U-Turn	Left	Thru	app Total	B-Peds	CCW	B-Peds	ACW	Right	Thru	Right	U-Turn	Left	app Total	C-Peds	CCW	C-Peds	ACW	Right	Thru	Right	U-Turn	app Total	D-Peds	CCW	D-Peds	ACW	Right
Start Time	0	10	4	0	14	0	0	0	0	4	0	13	12	26	0	0	0	0	0	2	26	0	0	8	20	0	0	0	0	0	53	4	0	57	0	0	139	
07:00:00	0	21	2	0	23	0	0	0	0	4	0	14	28	44	0	0	0	0	0	4	47	0	0	2	52	0	0	0	0	36	1	0	37	0	0	156		
07:15:00	0	5	2	1	8	0	0	0	0	0	0	20	24	44	0	0	0	0	0	1	20	0	0	4	24	0	0	0	0	46	2	0	48	0	0	149		
07:30:00	0	6	3	0	9	0	0	0	0	0	0	14	26	40	0	0	0	0	0	2	28	0	0	0	30	0	0	0	0	28	4	0	44	0	0	129		
07:45:00	0	5	2	0	7	0	0	0	0	0	0	19	15	32	0	0	0	0	0	0	32	0	0	4	36	0	0	0	0	36	2	0	38	0	0	123		
08:00:00	0	10	1	1	12	0	0	0	0	3	0	18	11	30	0	0	0	0	0	4	30	0	0	2	32	0	0	0	0	34	3	0	39	0	0	118		
08:15:00	0	11	1	1	13	0	0	0	0	1	0	19	22	41	0	0	0	0	0	0	18	0	0	2	17	0	0	1	1	24	0	0	25	0	0	100		
08:30:00	0	3	0	0	3	0	0	0	0	2	0	12	22	34	0	0	0	0	0	0	15	0	0	4	19	0	0	0	0	24	2	0	26	0	0	88		
08:45:00	0	10	0	0	10	0	0	0	0	10	0	25	35	60	0	0	0	0	0	0	30	0	0	2	32	0	0	0	0	32	0	0	32	0	0	128		
09:00:00	0	0	0	0	0	0	0	0	0	2	0	32	48	80	0	0	0	0	0	0	18	0	0	4	22	1	0	0	0	20	7	0	27	0	0	100		
09:15:00	0	3	2	2	7	0	0	0	0	6	0	24	44	68	0	0	0	0	0	4	21	0	0	4	29	0	0	0	0	34	2	0	40	0	0	106		
09:30:00	0	3	4	4	11	0	0	0	0	18	0	30	40	70	0	0	0	0	0	0	15	0	0	5	20	0	0	0	0	28	1	0	29	0	0	101		
09:45:00	0	10	1	2	13	0	0	0	0	13	0	32	41	73	0	0	0	0	0	4	25	0	0	2	27	0	0	0	0	30	4	0	34	0	0	106		
10:00:00	0	4	4	1	9	0	0	0	0	9	0	24	41	75	0	0	0	0	0	3	28	0	0	1	29	0	0	0	0	32	4	0	41	0	0	106		
10:15:00	0	6	1	0	7	0	0	0	0	7	0	22	47	74	0	0	0	0	0	0	22	0	0	2	24	0	0	0	0	16	1	0	17	0	0	108		
10:30:00	0	0	1	1	2	0	0	0	0	7	0	30	44	77	0	0	0	0	0	4	0	0	3	15	0	0	0	0	20	4	0	24	0	0	118			
Grand Total	0	118	27	17	172	0	0	0	0	107	0	371	519	994	0	0	0	0	0	48	397	0	0	44	479	1	1	11	11	518	44	0	571	0	0	2214		
approach %	0	69	21	10	99	0	0	0	0	19	0	37	51	99	0	0	0	0	0	19	60	0	0	9	99	0	0	0	0	1	80	7	0	99	0	0	994	
100%	0	3	1	0	7	0	0	0	0	4	0	16	23	44	0	0	0	0	0	2	17	0	0	1	21	0	0	0	0	23	1	0	25	0	0	100		
Motorcycles	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars & Light Goods	0	114	26	13	153	0	0	0	0	91	0	344	478	912	0	0	0	0	0	45	211	0	0	36	294	0	0	0	0	473	35	0	519	0	0	1988		
Cars & Light Goods %	0	99	87	76	95	0	0	0	0	85	0	92	92	91	0	0	0	0	0	93	54	0	0	88	61	0	0	0	0	72	81	79	0	90	0	0	85	
Wagon Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	17	30	50	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	29	1	0	29	0	0	89		
Wagon Unit Trucks %	0	0	0	0	0	0	0	0	0	2	0	4	5	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	5	2	0	5	0	0	4		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	4	0	0	4	0	0	13		
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Buses	0	1	0	0	1	0	0	0	0	1	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	13		
Buses %	0	0	0	0	0	0	0	0	0	0	0	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 Road	0	0	0	0	0	0	0	0	0	0	0	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 Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
RTOR	0	0	0	4	4	0	0	0	0	12	0	0	0	12	0	0	0	0	0	183	0	0	0	183	0	0	0	0	0	0	7	0	7	0	0	186		
RTOR %	0	0	0	23	2	0	0	0	0	11	0	0	0	0	0	0	0	0	0	42	0	0	0	34	0	0	0	0	0	15	0	0	0	0	0	8		
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pol %	0	0	0	0	0	0	0	0	0	0	0	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

Leg	600 Pangborn Rd												600 Dumplings Rd												400 Pangborn Rd												400 Dumplings Rd											
	U-Turn	Left	Thru	Right	App Total, A	Peak COW, A	Peak ACW, A	Right	U-Turn	Left	Thru	App Total, B	Peak COW, B	Peak ACW, B	Thru	Right	U-Turn	Left	App Total, C	Peak COW, C	Peak ACW, C	Thru	Right	U-Turn	Left	App Total, D	Peak COW, D	Peak ACW, D	Int Total																			
07:00-08:00	0.0	10.0	4.0	0.0	14.0	0.0	0.0	4.0	0.0	10.0	10.0	20.0	0.0	0.0	0.0	20.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0																		
07:15-08:00	0.0	21.0	0.0	0.0	21.0	0.0	0.0	4.0	0.0	14.0	20.0	44.0	0.0	0.0	0.0	47.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	156.0																		
07:30-08:00	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	156.0																		
07:45-08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	20.0	45.0	0.0	0.0	0.0	20.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0																		
Grand Total	0.0	42.0	14.0	0.0	57.0	0.0	0.0	19.0	0.0	28.0	44.0	176.0	0.0	0.0	0.0	180.0	0.0	0.0	146.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	664.0																		
approach %	0.0	73.0	21.0	0.0	89.0	0.0	0.0	16.0	0.0	20.0	30.0	100.0	0.0	0.0	0.0	93.0	0.0	0.0	89.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0																		
Total %	0.0	7.45	2.33	0.0	10.11	0.0	0.0	3.37	0.0	12.06	15.6	31.01	0.0	0.0	1.42	20.00	0.0	1.42	23.96	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0																		
Motorist/Free	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		
Motorist/Free %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																		
Car & Light Goods	0.0	41.0	14.0	0.0	55.0	0.0	0.0	16.0	0.0	20.0	30.0	100.0	0.0	0.0	0.0	79.0	0.0	0.0	93.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																	
Car & Light Goods %	0.0	87.82	100.0	0.0	86.49	0.0	0.0	86.21	0.0	95.38	88.84	90.88	0.0	0.0	100.0	83.77	0.0	75.0	82.7	0.0	0.0	100.0	87.84	84.56	0.0	86.92	0.0	0.0	0.0	0.0	0.0																	
Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																	
Single Unit Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																	
Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0																	
Articulated Trucks %	0.0	0.0	0.0	0.0	0.0	0.																																										

11594-2
42 778296, -74.038518
2023-09-14



Peak PM Class Breakdown

Line	SR Pangburn Rd										SR Downsburg Rd										SR Pangburn Rd										SR Downsburg Rd									
	U-Turn	Left	Thru	Right	app Total	A-Peak COW	A-Peak ACW	A	Right	U-Turn	Left	Thru	app Total	B-Peak COW	B-Peak ACW	B	Thru	Right	U-Turn	Left	app Total	C-Peak COW	C-Peak ACW	C	Left	Thru	Right	U-Turn	app Total	D-Peak COW	D-Peak ACW	D	Int Total							
Start Time																																								
16:00:00	0.0	10.0	3.0	2.0	14.0	0.0	0.0	10.0	0.0	35.0	55.0	100.0	0.0	0.0	0.0	0.0	5.0	30.0	0.0	0.0	37.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	179.0						
16:15:00	0.0	8.0	5.0	0.0	14.0	0.0	0.0	2.0	0.0	32.0	48.0	80.0	0.0	0.0	0.0	0.0	5.0	18.0	0.0	0.0	27.0	1.0	0.0	0.0	35.0	7.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0	180.0						
16:30:00	0.0	3.0	3.0	2.0	8.0	0.0	0.0	0.0	0.0	34.0	48.0	86.0	0.0	0.0	0.0	0.0	4.0	21.0	0.0	0.0	29.0	0.0	0.0	0.0	34.0	3.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	188.0						
16:45:00	0.0	8.0	4.0	4.0	11.0	0.0	0.0	10.0	0.0	30.0	40.0	80.0	0.0	0.0	0.0	0.0	5.0	15.0	0.0	0.0	25.0	0.0	0.0	0.0	28.0	1.0	0.0	0.0	29.0	0.0	0.0	0.0	0.0	151.0						
Grand Total	0.0	28.0	14.0	6.0	47.0	0.0	0.0	27.0	0.0	131.0	189.0	307.0	0.0	0.0	0.0	0.0	19.0	84.0	0.0	0.0	119.0	1.0	0.0	0.0	119.0	11.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	355.0						
approach %	0.0	63.0	29.0	17.0	89.0	0.0	0.0	15.0	0.0	30.0	52.0	88.0	0.0	0.0	0.0	0.0	16.0	71.0	0.0	0.0	12.0	99.0	0.0	0.0	88.0	8.0	0.0	0.0	90.0	0.0	0.0	0.0	0.0	383.0						
Total %	0.0	3.81	2.14	1.02	7.18	0.0	0.0	3.98	0.0	30.0	28.81	54.3	0.0	0.0	0.0	0.0	2.4	12.83	0.0	0.0	2.39	18.02	0.15	0.0	6.46	15.17	1.82	0.0	23.31	0.0	0.0	0.0	0.0	100.0						
Motorcycles	0.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0						
Motorcycles %	0.0	0.0	7.14	0.0	2.11	0.0	0.0	0.0	0.0	0.79	0.52	0.56	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.07						
Cars & Light Goods	0.0	25.0	13.0	7.0	45.0	0.0	0.0	31.0	0.0	121.0	188.0	328.0	0.0	0.0	0.0	0.0	17.0	31.0	0.0	0.0	11.0	91.0	0.0	0.0	1.0	112.0	9.0	0.0	120.0	0.0	0.0	0.0	0.0	347.0						
Cars & Light Goods %	0.0	100.0	82.86	87.5	85.74	0.0	0.0	83.79	0.0	82.37	88.41	94.68	0.0	0.0	0.0	0.0	88.47	80.71	0.0	0.0	88.47	86.84	0.0	0.0	23.31	84.89	81.82	0.0	82.48	0.0	0.0	0.0	0.0	89.82						
Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0						
Single Unit Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	4.54	1.08	2.52	0.0	0.0	0.0	0.0	10.55	1.19	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.76						
Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0						
Articulated Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.48						
Busess	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0						
Busess %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.31						
Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
RTOR	0.0	0.0	0.0	1.0	1.0	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0						
RTOR %	0.0	0.0	0.0	12.5	2.11	0.0	0.0	13.91	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0	35.71	0.0	0.0	0.0	29.42	0.0	0.0	0.0	15.19	0.0	1.3	0.0	16.18	0.0	1.3	0.0	0.0	5.8						
Peak	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Peak %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Plt	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Plt %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Plt	0.0	0.02	0.7	0.0	0.84	0.0	0.0	0.98	0.0	0.94	0.88	0.89	0.0	0.0	0.0	0.0	0.95	0.7	0.0	0.79	0.8	0.25	0.0	0.25	0.88	0.39	0.0	0.83	0.0	0.0	0.0	0.0	0.0	0.02						

11594-2
42.778296, -74.038518
2023-09-16



SUMMARY	
Project	VHB
Project Code	11594
Site Name	11594-2
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	11:00
End Time	12:45
Location	11594-2
Latitude and Longitude	42.778296, -74.038518

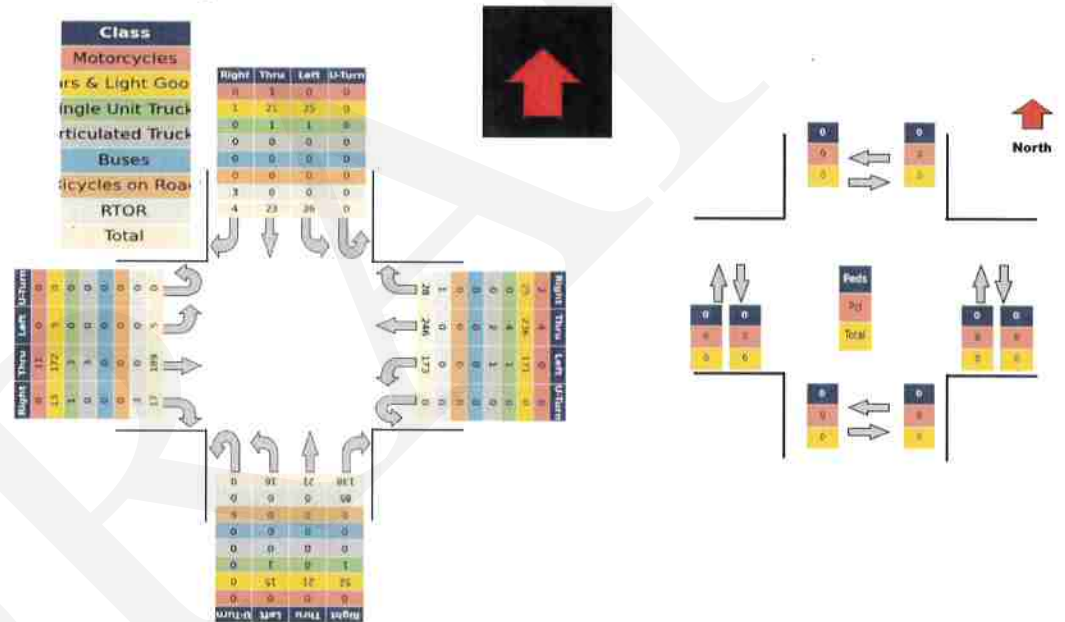
	START	END	PHF
AM PEAK	2023-09-16 11:00:00	2023-09-16 12:00:00	0.83
PM PEAK	2023-09-16 12:00:00	2023-09-16 13:00:00	0.88
Forced Peak PM	2023-09-16 12:00:00	2023-09-16 13:00:00	0.88



11594-2
42.778296 -74.038518
2023-09-16



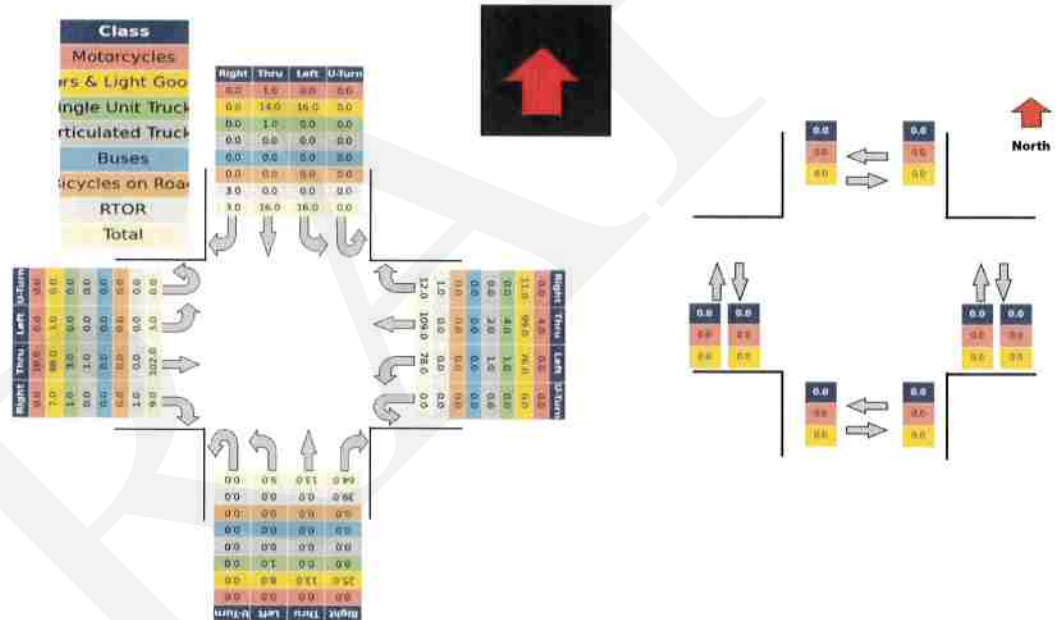
Turning Movement Data Plot



11594-2
42.778296, -74.038518
2023-09-16



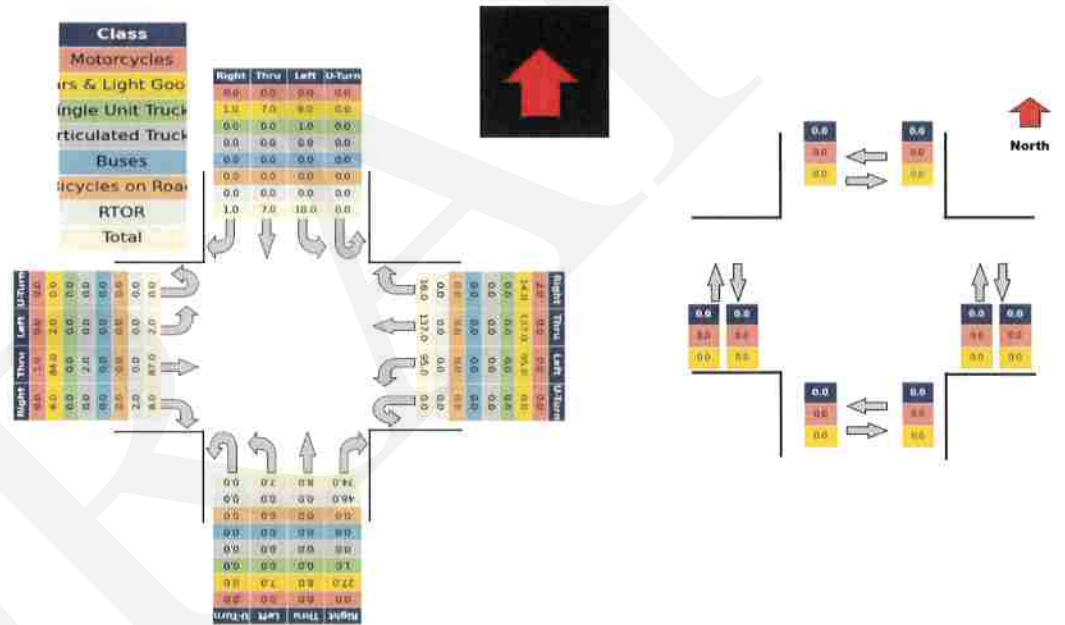
AM Peak Turning Movement Data Summary



11594-2
42 778296, -74.038518
2023-09-16



PM Peak Turning Movement Data Summary



11594-2
42.778296, -74.038518
2023-09-16



RTOR																								
Leg	Parafarm Rd						Dumestons Rd						Parafarm Rd						Dumestons Rd					
	U-Turn	Left	Thru	Right	Peds CCW A	Peds ACW A	Right	U-Turn	Left	Thru	Peds CCW B	Peds ACW B	Thru	Right	U-Turn	Left	Peds CCW C	Peds ACW C	Left	Thru	Right	U-Turn	Peds CCW D	Peds ACW D
Start Time																								
11:00	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
11:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:45	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
12:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
12:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0

11594-2
42.778296, -74.038518
2023-09-16



Total Volume Class Breakdown

Total Volume Class Breakdown																																									
Leg	Pendulum Rd										Quonsetburg Rd										Pendulum Rd										Quonsetburg Rd										
Start Time	U-Turn	Left	Thru	Right	app Total	A Peds	COV	A Peds	ACW	A	Right	U-Turn	Left	Thru	app Total	B Peds	COV	B Peds	ACW	B	Thru	Right	U-Turn	Left	app Total	C Peds	COV	C Peds	ACW	C	Left	Thru	Right	U-Turn	app Total	D Peds	COV	D Peds	ACW	D	int Total
11:00:00	0	3	7	1	11	0	0	4	0	13	23	40	0	0	1	20	0	0	23	0	0	1	18	4	0	23	0	0	1	18	4	0	23	0	0	0	97				
11:15:00	0	0	1	2	3	0	0	4	0	16	25	40	0	0	3	15	0	0	20	0	0	1	28	2	0	29	0	0	1	28	2	0	29	0	0	0	103				
11:30:00	0	2	3	0	5	0	0	0	0	17	27	44	0	0	0	16	0	0	21	0	0	0	28	2	0	31	0	0	0	28	2	0	31	0	0	0	103				
11:45:00	0	5	5	3	10	0	0	4	0	22	34	70	0	0	4	13	0	0	20	0	0	1	29	1	0	31	0	0	1	29	1	0	31	0	0	0	131				
12:00:00	0	3	3	0	6	0	0	2	0	21	30	50	0	0	2	16	0	0	22	0	0	1	23	2	0	26	0	0	1	23	2	0	26	0	0	0	111				
12:15:00	0	2	3	0	5	0	0	4	0	20	29	50	0	0	1	13	0	0	14	0	0	0	17	2	0	20	0	0	0	17	2	0	20	0	0	0	106				
12:30:00	0	0	2	1	3	0	0	4	0	19	24	37	0	0	0	14	0	0	18	0	0	1	24	0	0	25	0	0	1	24	0	0	25	0	0	0	105				
12:45:00	0	0	0	0	0	0	0	0	0	20	22	42	0	0	0	27	0	0	30	0	0	0	21	2	0	24	0	0	0	21	2	0	24	0	0	0	128				
Grand Total	0	20	33	4	57	0	0	28	0	173	249	447	0	0	21	136	0	0	179	0	0	0	189	17	0	211	0	0	0	189	17	0	211	0	0	0	0	888			
Approach %	0	40	43	7	39	0	0	0	0	38	55	99	0	0	12	79	0	0	99	0	0	2	89	8	0	89	0	0	0	89	8	0	89	0	0	0	0	206			
Total %	0	2	2	0	0	0	0	1	0	10	27	50	0	0	2	15	0	0	1	0	0	0	21	1	0	22	0	0	0	22	0	0	0	0	0	0	0	100			
Motorcycles	0	0	1	0	1	0	0	2	0	4	4	5	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	11	0	0	0	0	0	0	0	18				
Motorcycles %	0	0	4	0	1	0	0	7	0	1	1	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	5	0	0	0	0	0	0	0	3				
Cars & Light Goods	0	20	21	1	42	0	0	20	0	171	238	432	0	0	21	132	0	0	168	0	0	0	172	15	0	189	0	0	0	189	15	0	189	0	0	0	0	797			
Cars & Light Goods %	0	98	91	25	88	0	0	88	0	88	95	95	0	0	100	77	0	83	90	0	0	100	91	76	90	0	0	0	90	0	0	90	0	0	0	0	84				
Single Unit Trucks	0	1	1	0	2	0	0	0	0	1	4	5	0	0	0	1	0	1	2	0	0	0	2	1	0	4	0	0	0	4	0	0	0	0	0	0	12				
Single Unit Trucks %	0	3	4	0	3	0	0	0	0	1	1	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	1					
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	2	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				
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	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 Road	0	0	0	0	0	0	0	0	0	0	0	0	0	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 Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
RTOW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
RTOW %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peds	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pat	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Pat %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				

11594-2
42.778296, -74.038518
2023-09-16



Forced Peak PM Class Breakdown																								
Lug	SR Pangburn Rd								SR Duaneburg Rd								SR Pangburn Rd							
	U-Turn	Left	Thru	Right	app Total	A-Peds	CCW	OPeds	ACW	Right	U-Turn	Left	Thru	app Total	B-Peds	CCW	OPeds	ACW	Thru	Right	U-Turn	Left	app Total	C-Peds
Start Time																								
12:00:00	0.0	3.0	3.0	3.0	9.0	0.0	0.0	0.0	0.0	21.0	35.0	35.0	35.0	91.0	0.0	0.0	0.0	0.0	19.0	0.0	2.0	2.0	32.0	0.0
12:15:00	0.0	3.0	3.0	3.0	9.0	0.0	0.0	0.0	0.0	20.0	36.0	36.0	36.0	92.0	0.0	0.0	0.0	0.0	18.0	0.0	2.0	2.0	32.0	0.0
12:30:00	0.0	0.0	3.0	1.0	4.0	0.0	0.0	0.0	0.0	19.0	34.0	37.0	37.0	90.0	0.0	0.0	0.0	0.0	18.0	0.0	2.0	2.0	32.0	0.0
12:45:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	32.0	34.0	34.0	91.0	0.0	0.0	0.0	0.0	27.0	0.0	2.0	2.0	36.0	0.0
Grand Total	0.0	10.0	7.0	7.0	24.0	0.0	0.0	0.0	0.0	85.0	136.0	137.0	137.0	358.0	0.0	0.0	0.0	0.0	74.0	0.0	7.0	7.0	88.0	0.0
apocount %	0.0	65.5	26.9	8.6	96.0	0.0	0.0	0.0	0.0	88.0	90.0	90.0	90.0	90.0	0.0	0.0	0.0	0.0	7.0	0.0	2.5	2.5	95.0	0.0
Total %	0.0	2.21	1.56	0.32	0.98	0.0	0.0	0.0	0.0	1.54	6.6	21.77	26.31	94.87	0.0	0.0	0.0	0.0	1.77	16.37	0.0	1.56	18.89	0.0
Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Motorcycles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars & Light Trucks	0.0	3.0	7.0	1.0	11.0	0.0	0.0	0.0	0.0	14.0	95.0	137.0	249.0	9.0	0.0	0.0	0.0	0.0	27.0	0.0	7.0	7.0	42.0	0.0
Cars & Light Trucks %	0.0	90.0	100.0	100.0	94.44	0.0	0.0	0.0	0.0	87.5	95.0	100.0	99.19	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	95.55	0.0
Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single Unit Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RTOM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RTOM %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peds %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PMF	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

11594-3
42.787634, -74.010445
2023-09-14



SUMMARY	
Project	VHB
Project Code	11594
Site Name	11594-3
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	07:00
End Time	17:45
Location	11594-3
Latitude and Longitude	42.787634, -74.010445

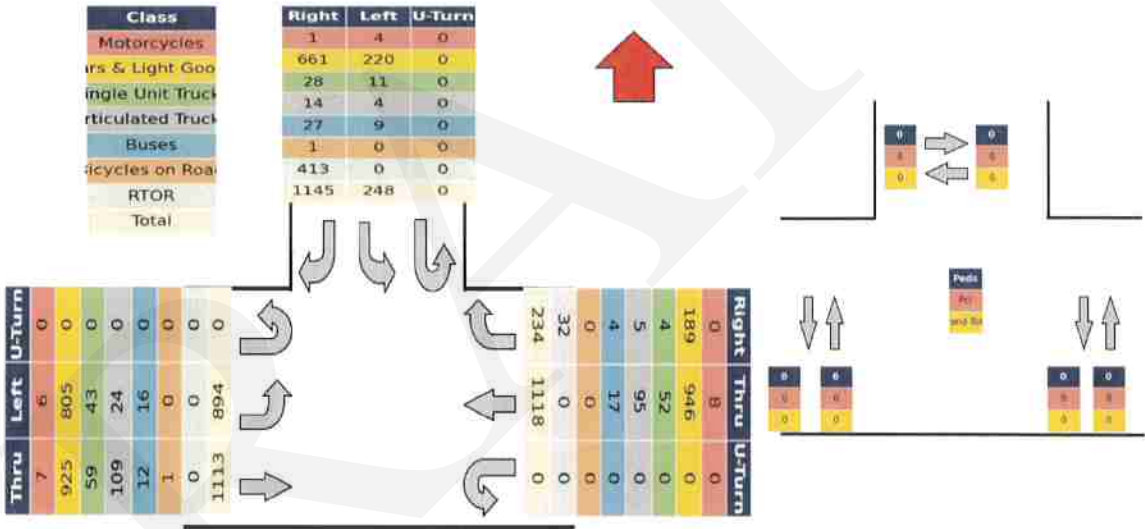
	START	END	PHF
AM PEAK	2023-09-14 07:00:00	2023-09-14 08:00:00	0.81
PM PEAK	2023-09-14 16:30:00	2023-09-14 17:30:00	0.94
Forced Peak PM	2023-09-14 16:00:00	2023-09-14 17:00:00	0.94



11594-3
42 787634 -74.010445
2023-09-14



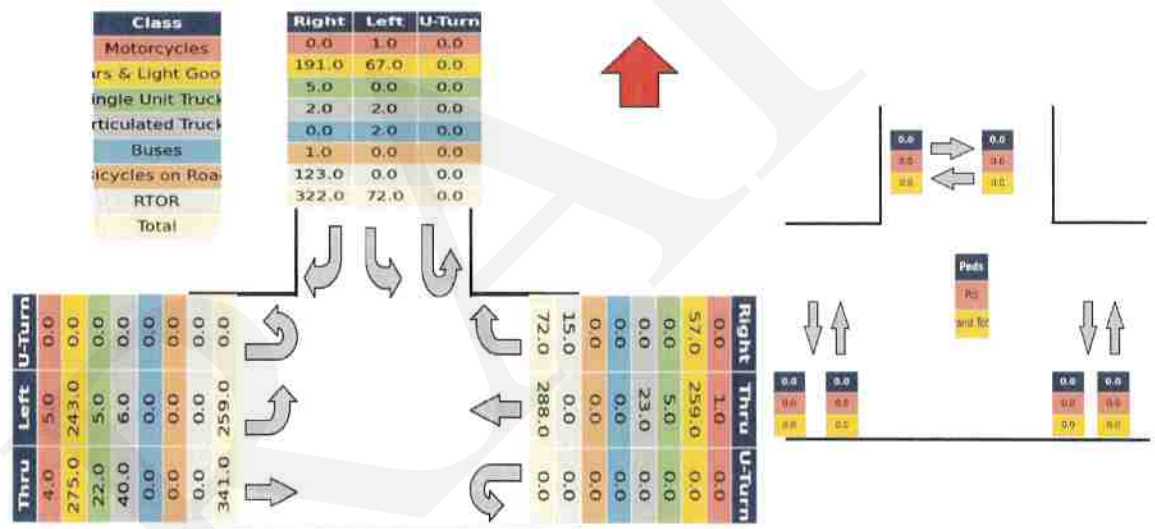
Turning Movement Data Plot



11594-3
42.787634, -74.010445
2023-09-14



PM Peak Turning Movement Data Summary



11594-3
42.787634, -74.010445
2023-09-14



RTOR															
Link	Burdeck St					Dumfriesburg Rd					Dumfriesburg Rd				
Start Time	U-Turn	Left	Right	Peds CCW_A	Peds ACW_A	Right	U-Turn	Thru	Peds CCW_B	Peds ACW_B	Left	Thru	U-Turn	Peds CCW_C	Peds ACW_C
07:00	0.0	0.0	23.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15	0.0	0.0	41.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45	0.0	0.0	12.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00	0.0	0.0	18.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15	0.0	0.0	18.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30	0.0	0.0	17.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45	0.0	0.0	21.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00	0.0	0.0	30.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:15	0.0	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:30	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:45	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00	0.0	0.0	34.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:15	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:30	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:45	0.0	0.0	22.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	0.0	0.0	413.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

11594-3
42.787634, -74.010445
2023-09-14



Total Volume Class Breakdown

Leg	Burntucket Rd						Quakerstown Rd						Dumont Rd					
	U-Turn	Left	Right	app Total A	Peds CCW A	Peds ACW A	Right	U-Turn	Thru	app Total B	Peds CCW B	Peds ACW B	Left	Thru	U-Turn	app Total C	Peds CCW C	Peds ACW C
07:00-08:00	0	15	79	94	0	0	11	0	77	88	0	0	41	44	0	85	0	0
07:15-08:00	0	15	133	148	0	0	7	0	117	134	0	0	54	72	0	126	0	0
07:30-08:00	0	0	80	80	0	0	14	0	82	88	0	0	86	108	0	192	0	0
07:45-08:00	0	0	50	50	0	0	14	0	64	69	0	0	55	74	0	129	0	0
08:00-09:00	0	0	39	39	0	0	11	0	48	57	0	0	51	54	0	105	0	0
08:15-09:00	0	18	81	99	0	0	12	0	38	50	0	0	25	56	0	81	0	0
08:30-09:00	0	14	51	65	0	0	10	0	20	40	0	0	49	45	0	94	0	0
08:45-09:00	0	0	58	58	0	0	15	0	55	70	0	0	52	51	0	103	0	0
18:00-09:00	0	31	86	117	0	0	14	0	118	134	0	0	38	63	0	101	0	0
18:15-09:00	0	15	64	79	0	0	20	0	88	108	0	0	61	77	0	138	0	0
18:30-09:00	0	17	81	98	0	0	16	0	58	75	0	0	87	81	0	168	0	0
18:45-09:00	0	22	71	93	0	0	22	0	87	89	0	0	51	53	0	104	0	0
17:00-09:00	0	17	72	89	0	0	17	0	90	107	0	0	75	86	0	161	0	0
17:15-09:00	0	18	88	106	0	0	17	0	72	89	0	0	86	78	0	164	0	0
17:30-09:00	0	18	87	105	0	0	20	0	87	87	0	0	47	89	0	136	0	0
17:45-09:00	0	24	81	105	0	0	14	0	58	72	0	0	54	89	0	143	0	0
Grand Total	0	248	1145	1393	0	0	224	0	1118	1242	0	0	884	1115	0	2007	0	0
approach %	0	17	82	99	0	0	17	0	82	99	0	0	44	55	0	89	0	0
Total %	0	18	82	99	0	0	17	0	82	99	0	0	58	83	0	141	0	0
Motorcycles %	0	4	1	5	0	0	0	0	0	0	0	0	0	7	0	13	0	0
Motorcycles %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car & Light Goods %	0	232	881	1113	0	0	188	0	144	1118	0	0	885	1058	0	1723	0	0
Car & Light Goods %	0	88	57	65	0	0	88	0	64	62	0	0	88	83	0	171	0	0
Single Unit Trucks %	0	11	28	39	0	0	4	0	52	66	0	0	43	59	0	102	0	0
Single Unit Trucks %	0	4	3	7	0	0	1	0	4	4	0	0	4	5	0	9	0	0
Articulated Trucks %	0	4	19	23	0	0	5	0	35	40	0	0	24	29	0	53	0	0
Articulated Trucks %	0	1	1	2	0	0	2	0	3	3	0	0	2	3	0	5	0	0
Buses %	0	0	37	37	0	0	4	0	17	21	0	0	16	12	0	28	0	0
Buses %	0	0	3	3	0	0	1	0	1	1	0	0	1	1	0	2	0	0
Bicycles on Road %	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0
Bicycles on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RTOR %	0	0	413	413	0	0	22	0	2	22	0	0	0	0	0	22	0	0
RTOR %	0	0	28	28	0	0	13	0	2	2	0	0	0	0	0	2	0	0
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peds %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pat %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pat %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

11594-3
42.787634, -74.010445
2023-09-14



Peak AM Class Breakdown

Lag	Burdock Rd						Dunsmuir Rd						Dunsmuir Rd						
Start Time	U-Turn	Left	Right	app Total A	Peak COW A	Peak ACW A	Right	U-Turn	Thru	app Total B	Peak COW B	Peak ACW B	Left	Thru	U-Turn	app Total C	Peak COW C	Peak ACW C	Int Total
07:05:00	0.0	13.0	73.0	86.0	0.0	0.0	11.0	0.0	77.0	88.0	0.0	0.0	41.0	44.0	0.0	85.0	0.0	0.0	264.0
07:10:00	0.0	15.0	122.0	137.0	0.0	0.0	7.0	0.0	117.0	124.0	0.0	0.0	34.0	72.0	0.0	126.0	0.0	0.0	266.0
07:20:00	0.0	0.0	85.0	85.0	0.0	0.0	14.0	0.0	83.0	97.0	0.0	0.0	80.0	168.0	0.0	168.0	0.0	0.0	266.0
07:45:00	0.0	0.0	30.0	30.0	0.0	0.0	14.0	0.0	34.0	48.0	0.0	0.0	30.0	74.0	0.0	128.0	0.0	0.0	255.0
Grand Total	0.0	44.0	241.0	285.0	0.0	0.0	46.0	0.0	230.0	379.0	0.0	0.0	230.0	292.0	0.0	322.0	0.0	0.0	1263.0
Approach %	0.0	11.0	60.0	69.0	0.0	0.0	12.0	0.0	57.0	89.0	0.0	0.0	44.0	55.0	0.0	79.0	0.0	0.0	297.0
Total %	0.0	3.42	26.56	30.01	0.0	0.0	3.36	0.0	29.72	39.31	0.0	0.0	17.93	23.78	0.0	40.99	0.0	0.0	100.0
Motorcycles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	1.0	0.0	2.0	0.0	0.0	3.0
Motorcycles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.27	0.0	0.0	0.43	0.34	0.0	0.30	0.0	0.0	0.23
Car & Light Grade	0.0	36.0	190.0	226.0	0.0	0.0	37.0	0.0	283.0	319.0	0.0	0.0	293.0	341.0	0.0	444.0	0.0	0.0	997.0
Car & Light Grade %	0.0	81.82	58.56	80.79	0.0	0.0	80.43	0.0	89.45	84.84	0.0	0.0	88.26	93.53	0.0	85.39	0.0	0.0	77.71
Single Unit Trucks	0.0	0.0	10.0	10.0	0.0	0.0	1.0	0.0	21.0	22.0	0.0	0.0	13.0	13.0	0.0	26.0	0.0	0.0	63.0
Single Unit Trucks %	0.0	11.36	3.39	3.9	0.0	0.0	2.17	0.0	8.38	5.85	0.0	0.0	5.65	4.45	0.0	4.96	0.0	0.0	4.91
Articulated Trucks	0.0	0.0	7.0	7.0	0.0	0.0	2.0	0.0	10.0	10.0	0.0	0.0	2.0	20.0	0.0	20.0	0.0	0.0	57.0
Articulated Trucks %	0.0	0.0	2.96	1.82	0.0	0.0	4.35	0.0	5.46	5.32	0.0	0.0	0.87	9.58	0.0	9.75	0.0	0.0	4.44
Buses	0.0	3.0	10.0	13.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	11.0	0.0	0.0	10.0	0.0	0.0	42.0
Buses %	0.0	6.82	3.39	3.36	0.0	0.0	4.35	0.0	2.43	2.68	0.0	0.0	4.79	2.74	0.0	3.44	0.0	0.0	3.17
Motorists on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	1.0
Motorists on Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.34	0.0	0.19	0.0	0.0	0.08
RTOR	0.0	0.0	116.0	116.0	0.0	0.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0
RTOR %	0.0	0.0	34.03	30.12	0.0	0.0	8.7	0.0	0.0	1.06	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.35
Peak	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PMF	0.0	0.72	0.84	0.85	0.0	0.0	0.82	0.0	0.71	0.79	0.0	0.0	0.72	0.76	0.0	0.72	0.0	0.0	0.81

11594-3
42.787634, -74.010445
2023-09-14



Forced Peak PM Class Breakdown

Leg	Burdick Rd						Downsburg Rd						Queneburg Rd						
Start Time	U-Turn	Left	Right	app Total A	Peak COW A	Peak ACW A	Right	U-Turn	Thru	app Total B	Peak COW B	Peak ACW B	Left	Thru	U-Turn	app Total C	Peak COW C	Peak ACW C	Int Total
18:00:00	0.0	21.0	86.0	111.0	0.0	0.0	54.0	0.0	110.0	134.0	0.0	0.0	50.0	0.0	0.0	110.0	0.0	0.0	354.0
18:15:00	0.0	15.0	84.0	79.0	0.0	0.0	25.0	0.0	85.0	109.0	0.0	0.0	61.0	77.0	0.0	138.0	0.0	0.0	323.0
18:30:00	0.0	17.0	81.0	108.0	0.0	0.0	19.0	0.0	99.0	75.0	0.0	0.0	67.0	81.0	0.0	148.0	0.0	0.0	321.0
18:45:00	0.0	32.0	71.0	93.0	0.0	0.0	32.0	0.0	87.0	89.0	0.0	0.0	51.0	93.0	0.0	144.0	0.0	0.0	326.0
Grand Total	0.0	85.0	308.0	393.0	0.0	0.0	72.0	0.0	228.0	294.0	0.0	0.0	215.0	214.0	0.0	549.0	0.0	0.0	1334.0
approach %	0.0	21.0	79.0	86.0	0.0	0.0	16.0	0.0	81.0	99.0	0.0	0.0	42.0	87.0	0.0	99.0	0.0	0.0	287.0
Total %	0.0	8.37	22.84	28.31	0.0	0.0	5.4	0.0	24.14	29.54	0.0	0.0	17.81	23.84	0.0	41.11	0.0	0.0	100.0
Motorcycles	0.0	1.0	1.0	2.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	2.0	1.0	0.0	3.0	0.0	0.0	6.0
Motorcycles %	0.0	1.19	0.33	0.51	0.0	0.0	0.0	0.0	0.31	0.35	0.0	0.0	0.85	0.32	0.0	0.55	0.0	0.0	0.46
Cars & Light Goods	0.0	79.0	187.0	267.0	0.0	0.0	61.0	0.0	231.0	353.0	0.0	0.0	223.0	286.0	0.0	486.0	0.0	0.0	1152.0
Cars & Light Goods %	0.0	92.84	99.8	87.81	0.0	0.0	84.72	0.0	92.37	88.34	0.0	0.0	84.67	84.71	0.0	88.55	0.0	0.0	82.81
Single Unit Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	22.0	0.0	0.0	39.0
Single Unit Trucks %	0.0	0.0	1.82	1.36	0.0	0.0	0.0	0.0	1.96	1.52	0.0	0.0	2.13	0.41	0.0	4.01	0.0	0.0	2.47
Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Articulated Trucks %	0.0	3.63	0.88	1.33	0.0	0.0	2.78	0.0	0.83	0.09	0.0	0.0	2.13	0.36	0.0	0.28	0.0	0.0	4.87
Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses %	0.0	2.35	0.00	1.00	0.0	0.0	0.0	0.0	0.02	0.01	0.0	0.0	0.43	0.0	0.0	0.10	0.0	0.0	0.0
Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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 Road %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RTOR %	0.0	0.0	111.0	111.0	0.0	0.0	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
RTOR %	0.0	0.0	38.27	28.38	0.0	0.0	12.5	0.0	0.0	3.28	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pod	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pod %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PMF	0.0	0.09	0.84	0.89	0.0	0.0	0.82	0.0	0.73	0.79	0.0	0.0	0.88	0.84	0.0	0.93	0.0	0.0	0.94

11594-3
42.787634, -74.010445
2023-09-16



SUMMARY	
Project	VHB
Project Code	11594
Site Name	11594-3
Legs and Movements	All Processed Legs & Movements
Bin Size	15.0
Start Time	11:00
End Time	12:45
Location	11594-3
Latitude and Longitude	42.787634, -74.010445

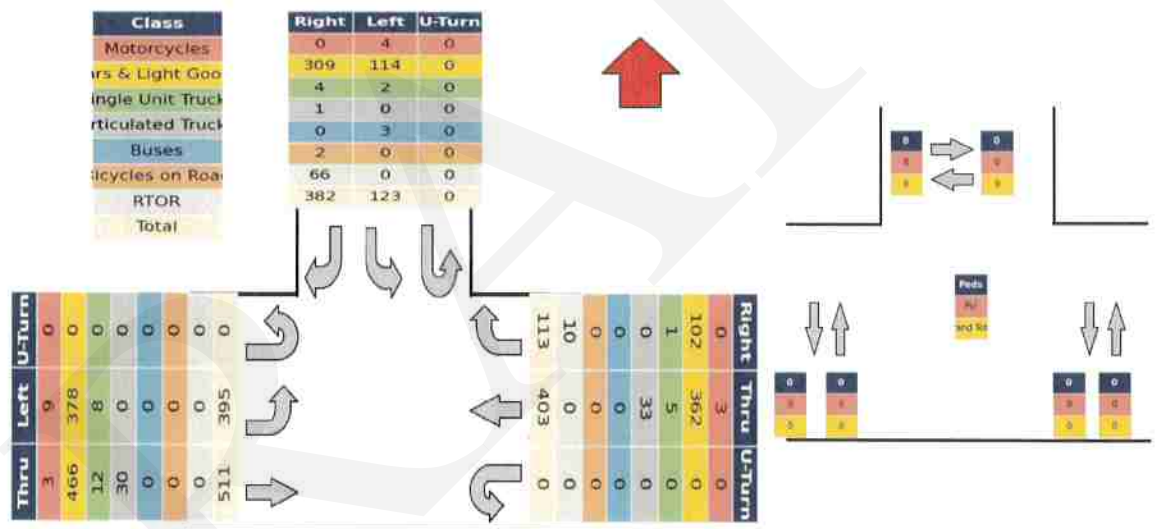
	START	END	PHF
AM PEAK	2023-09-16 11:00:00	2023-09-16 12:00:00	0.95
PM PEAK	2023-09-16 12:00:00	2023-09-16 13:00:00	0.8
Forced Peak PM	2023-09-16 12:00:00	2023-09-16 13:00:00	0.8



11594-3
42.787634, -74.010445
2023-09-16



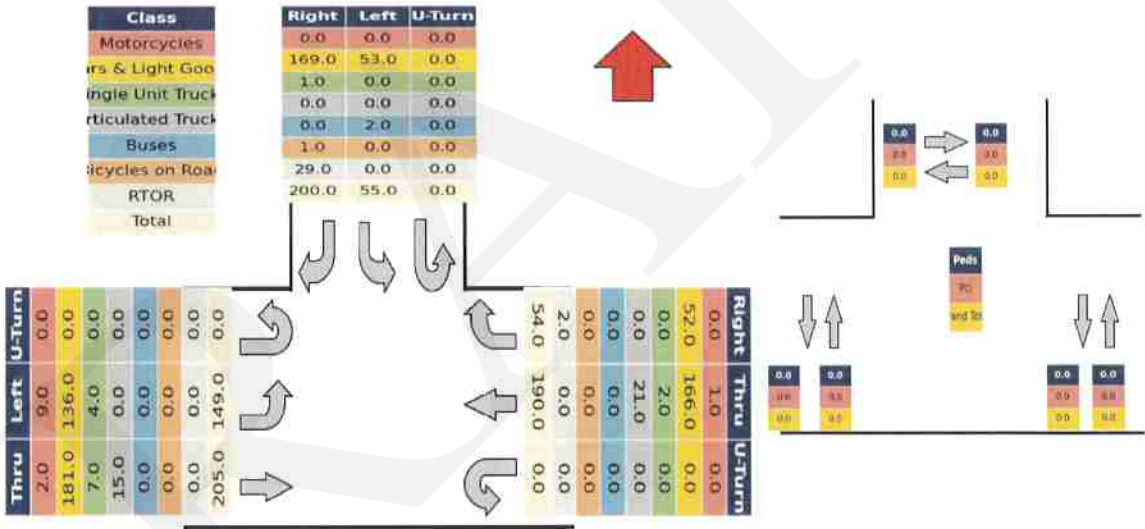
Turning Movement Data Plot



11594-3
42.787634, -74.010445
2023-09-16



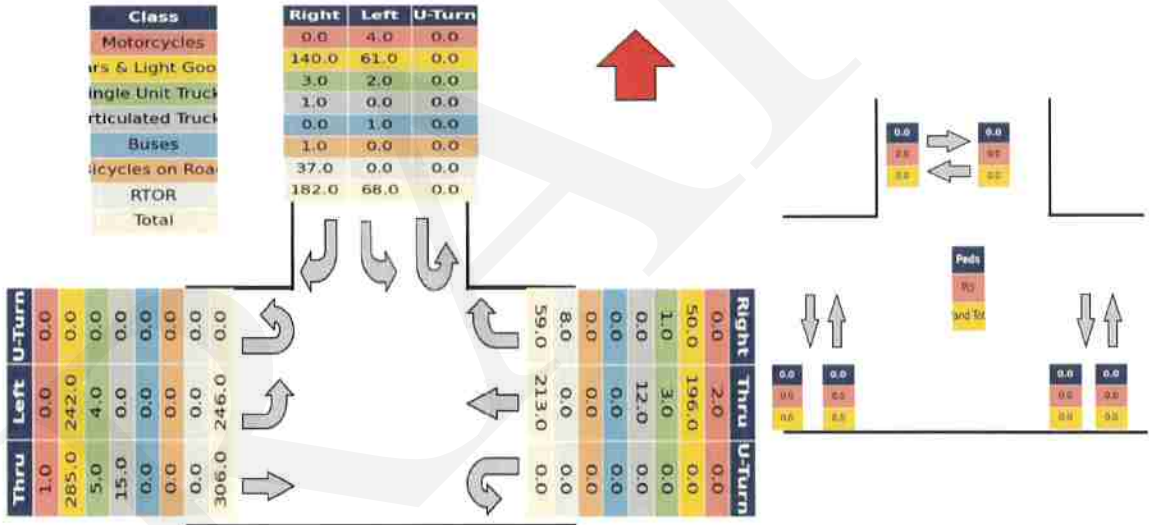
AM Peak Turning Movement Data Summary



11594-3
42.787634, -74.010445
2023-09-16



PM Peak Turning Movement Data Summary



11594-3
42.787634, -74.010445
2023-09-16



Forced Peak PM Class Breakdown

Lag	Wardens Rd						Dunsmuir Rd						Dunsmuir Rd						
Start Time	U-Turn	Left	Right	app Total A	Peak COW A	Peak ACW A	Right	U-Turn	Thru	app Total B	Peak COW B	Peak ACW B	Left	Thru	U-Turn	app Total C	Peak COW C	Peak ACW C	Int Total
12:00:00	0.0	32.0	52.0	74.0	0.0	0.0	15.0	0.0	39.0	74.0	0.0	0.0	47.0	90.0	0.0	97.0	0.0	0.0	245.0
12:15:00	0.0	10.0	34.0	44.0	0.0	0.0	15.0	0.0	54.0	69.0	0.0	0.0	97.0	132.0	0.0	219.0	0.0	0.0	334.0
12:30:00	0.0	21.0	51.0	72.0	0.0	0.0	30.0	0.0	42.0	62.0	0.0	0.0	57.0	84.0	0.0	141.0	0.0	0.0	273.0
12:45:00	0.0	15.0	43.0	58.0	0.0	0.0	9.0	0.0	58.0	67.0	0.0	0.0	35.0	49.0	0.0	95.0	0.0	0.0	220.0
Grand Total	0.0	68.0	182.0	250.0	0.0	0.0	69.0	0.0	213.0	275.0	0.0	0.0	249.0	396.0	0.0	552.0	0.0	0.0	1074.0
apportion %	0.0	27.0	72.0	99.0	0.0	0.0	21.0	0.0	79.0	99.0	0.0	0.0	44.0	55.0	0.0	96.0	0.0	0.0	297.0
Total %	0.0	8.33	15.99	23.28	0.0	0.0	8.49	0.0	15.83	25.53	0.0	0.0	23.94	39.48	0.0	51.4	0.0	0.0	150.0
Motorcycles	0.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	7.0
Motorcycles %	0.0	5.89	0.0	1.6	0.0	0.0	0.0	0.0	0.94	1.74	0.0	0.0	0.0	0.33	0.0	0.19	0.0	0.0	0.00
Car & Light Goods	0.0	51.0	140.0	201.0	0.0	0.0	60.0	0.0	196.0	246.0	0.0	0.0	242.0	285.0	0.0	527.0	0.0	0.0	974.0
Car & Light Goods %	0.0	89.71	76.92	80.4	0.0	0.0	84.75	0.0	91.02	90.44	0.0	0.0	96.37	95.14	0.0	95.47	0.0	0.0	96.99
Single Unit Trucks	0.0	2.0	3.0	5.0	0.0	0.0	1.0	0.0	3.0	4.0	0.0	0.0	4.0	5.0	0.0	9.0	0.0	0.0	19.0
Single Unit Trucks %	0.0	2.94	1.65	2.0	0.0	0.0	1.39	0.0	1.41	1.47	0.0	0.0	1.63	1.63	0.0	1.63	0.0	0.0	1.69
Articulated Trucks	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	0.0	2.0
Articulated Trucks %	0.0	0.0	0.56	0.4	0.0	0.0	0.0	0.0	0.93	0.41	0.0	0.0	0.0	4.9	0.0	2.72	0.0	0.0	2.81
Buses	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Buses %	0.0	1.47	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
Bicycles on Road	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
Bicycles on Road %	0.0	0.0	0.56	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
RTOR	0.0	0.0	37.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.00
RTOR %	0.0	0.0	39.33	14.8	0.0	0.0	13.86	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.18
Peak	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Peak %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pod	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pod %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PPP	0.0	0.77	0.00	0.94	0.0	0.0	0.74	0.0	0.0	0.02	0.0	0.0	0.71	0.00	0.0	0.83	0.0	0.0	0.0

Attachment C – LOS Definitions

DRAFT

Level of Service Definitions

Signal Controlled Intersections

The evaluation criteria used to analyze signalized intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)¹.

The level of service (LOS) of a signalized intersection 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 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 measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

Level of service A – This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of service B – This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Level of service C – 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.

Level of service D – This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of service E – This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

¹ Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016.

Level of Service F - This level is typically assigned when the volume-to-capacity 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 volume-to-capacity 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 volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates 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).

The following lists the LOS thresholds established for motorized vehicle mode at a signalized intersection.

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio ^a	
	≤1.0	≥1.0
≤10	A	F
> 10-20	B	F
> 20-35	C	F
> 35-55	D	F
> 55-80	E	F
> 80	F	F

^a For approach-based and intersection wide assessments, LOS is defined solely by control delay.

Two Way Stop Controlled Intersections

The evaluation criteria used to analyze Two-Way Stop Controlled (TWSC) intersections is based on the procedures set forth in the latest version of the *Highway Capacity Manual* (HCM)¹.

Level of service (LOS) for a TWSC intersection 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 the major -street left turns, by using the criteria given in the Table below. 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 LOS deficiencies for minor movements. LOS F is assigned to a movement if its volume-to-capacity ratio exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections differ somewhat from the criteria 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.

The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The following thresholds are used to determine TWSC levels of service:

CONTROL DELAY (s/veh)	LOS by Volume-to-Capacity Ratio ^a	
	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
> 10-15	B	F
> 15-25	C	F
> 25-35	D	F
> 35-50	E	F
> 50	F	F

^a The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

Attachment D – Capacity Analysis Worksheets

DRAFT

1: Becker Road & Duaneburg Road

HCM 6th Signalized Intersection Summary

2023 Existing
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	229	1	17	160	348	1	58	60	275	7	116
Future Volume (veh/h)	229	229	1	17	160	348	1	58	60	275	7	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1806	1826	1900	1884	1826	1767	1976	1976	1930	1752	1900	1663
Adj Flow Rate, veh/h	257	257	1	19	180	0	1	65	30	309	8	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	5	0	6	5	9	0	0	3	10	0	16
Cap, veh/h	333	965	4	407	462		62	385	176	528	11	
Arrive On Green	0.19	0.53	0.53	0.25	0.25	0.00	0.30	0.30	0.30	0.30	0.30	0.00
Sat Flow, veh/h	1720	1818	7	1129	1826	1497	3	1282	584	1357	35	1409
Grp Volume(v), veh/h	257	0	258	19	180	0	96	0	0	317	0	0
Grp Sat Flow(s),veh/h/ln	1720	0	1825	1129	1826	1497	1870	0	0	1392	0	1409
Q Serve(g_s), s	8.4	0.0	4.6	0.8	4.8	0.0	0.0	0.0	0.0	9.7	0.0	0.0
Cycle Q Clear(g_c), s	8.4	0.0	4.6	0.8	4.8	0.0	2.2	0.0	0.0	11.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.01		0.31	0.97		1.00
Lane Grp Cap(c), veh/h	333	0	969	407	462		623	0	0	538	0	
V/C Ratio(X)	0.77	0.00	0.27	0.05	0.39		0.15	0.00	0.00	0.59	0.00	
Avail Cap(c_a), veh/h	1160	0	1230	883	1231		1320	0	0	1260	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.7	0.0	7.6	16.8	18.4	0.0	15.3	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.2	0.1	0.8	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	1.4	0.2	1.9	0.0	0.9	0.0	0.0	3.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	7.8	16.9	19.1	0.0	15.3	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	C	A	A	B	B		B	A	A	C	A	
Approach Vol, veh/h	515			199			96			317		
Approach Delay, s/veh	17.9			18.9			15.3			20.6		
Approach LOS	B			B			B			C		
Timer - Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	36.5			22.8		16.5	20.0	22.8				
Change Period (Y+Rc), s	5.0			5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	40.0			50.0		40.0	40.0	40.0				
Max Q Clear Time (g_c+I1), s	6.6			13.9		10.4	6.8	4.2				
Green Ext Time (p_c), s	2.1			3.9		1.3	1.5	0.3				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2023 Existing

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	173	11	68	88	19	8	8	130	42	12	3
Future Volume (veh/h)	2	173	11	68	88	19	8	8	130	42	12	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1737	1826	1530	1900	1870	1870	1900	1900
Adj Flow Rate, veh/h	2	194	9	76	99	19	9	9	93	47	13	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	3	0	4	11	5	25	0	2	2	0	0
Cap, veh/h	119	853	39	374	427	69	137	22	171	342	60	7
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	4	1755	81	435	878	143	88	175	1362	1096	482	53
Grp Volume(v), veh/h	205	0	0	194	0	0	111	0	0	62	0	0
Grp Sat Flow(s), veh/h/ln	1839	0	0	1456	0	0	1625	0	0	1631	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.01		0.04	0.39		0.10	0.08		0.84	0.76		0.03
Lane Grp Cap(c), veh/h	1012	0	0	870	0	0	330	0	0	409	0	0
V/C Ratio(X)	0.20	0.00	0.00	0.22	0.00	0.00	0.34	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	2793	0	0	2224	0	0	1434	0	0	1377	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.6	0.0	0.0	4.6	0.0	0.0	12.7	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.7	0.0	0.0	4.8	0.0	0.0	12.9	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		205			194			111			62	
Approach Delay, s/veh		4.7			4.8			12.9			12.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		9.9		21.0		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		4.0		2.9		4.0		4.0				
Green Ext Time (p_c), s		1.5		0.1		1.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.1								
HCM 6th LOS				A								

3: Duaneburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2023 Existing
AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	292	330	46	44	341
Future Volume (veh/h)	230	292	330	46	44	341
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1722	1781	1767	1796	1826
Adj Flow Rate, veh/h	284	360	407	52	54	278
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	12	8	9	7	5
Cap, veh/h	526	1139	686	88	200	347
Arrive On Green	0.11	0.66	0.44	0.44	0.12	0.12
Sat Flow, veh/h	1725	1722	1548	198	1711	1547
Grp Volume(v), veh/h	284	360	0	459	54	278
Grp Sat Flow(s),veh/h/ln	1725	1722	0	1746	1711	1547
Q Serve(g_s), s	0.0	4.0	0.0	9.0	1.3	2.8
Cycle Q Clear(g_c), s	0.0	4.0	0.0	9.0	1.3	2.8
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	526	1139	0	774	200	347
V/C Ratio(X)	0.54	0.32	0.00	0.59	0.27	0.80
Avail Cap(c_a), veh/h	1296	1717	0	1741	1327	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	3.3	0.0	9.5	18.2	16.5
Incr Delay (d2), s/veh	0.3	0.2	0.0	1.0	0.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.5	0.0	2.5	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	3.5	0.0	10.5	18.4	18.2
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		644	459		332	
Approach Delay, s/veh		8.8	10.5		18.2	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		10.3	9.9	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+I1), s		6.0		4.8	2.0	11.0
Green Ext Time (p_c), s		3.3		0.6	0.4	4.4
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			

1: Becker Road & Duaneburg Road

HCM 6th Signalized Intersection Summary

2024 No Build
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	233	1	17	161	362	1	58	60	305	7	116
Future Volume (veh/h)	230	233	1	17	161	362	1	58	60	305	7	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1806	1826	1900	1884	1826	1767	1976	1976	1930	1752	1900	1663
Adj Flow Rate, veh/h	258	262	1	19	181	0	1	65	30	343	8	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	5	0	6	5	9	0	0	3	10	0	16
Cap, veh/h	331	928	4	383	436		59	424	193	560	10	
Arrive On Green	0.19	0.51	0.51	0.24	0.24	0.00	0.33	0.33	0.33	0.33	0.33	0.00
Sat Flow, veh/h	1720	1818	7	1124	1826	1497	3	1282	584	1352	32	1409
Grp Volume(v), veh/h	258	0	263	19	181	0	96	0	0	351	0	0
Grp Sat Flow(s),veh/h/ln	1720	0	1825	1124	1826	1497	1870	0	0	1383	0	1409
Q Serve(g_s), s	9.0	0.0	5.2	0.8	5.3	0.0	0.0	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	5.2	0.8	5.3	0.0	2.3	0.0	0.0	14.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.01		0.31	0.98		1.00
Lane Grp Cap(c), veh/h	331	0	931	383	436		676	0	0	570	0	
V/C Ratio(X)	0.78	0.00	0.28	0.05	0.42		0.14	0.00	0.00	0.62	0.00	
Avail Cap(c_a), veh/h	1095	0	1161	830	1162		1246	0	0	1189	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	8.8	18.5	20.2	0.0	14.9	0.0	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.2	0.1	0.9	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	1.7	0.2	2.1	0.0	0.9	0.0	0.0	4.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	9.0	18.6	21.1	0.0	14.9	0.0	0.0	20.8	0.0	0.0
LnGrp LOS	C	A	A	B	C		B	A	A	C	A	
Approach Vol, veh/h		521			200			96			351	
Approach Delay, s/veh		19.3			20.9			14.9			20.8	
Approach LOS		B			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.1		25.8	17.1	20.0		25.8				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+I1), s		7.2		16.0	11.0	7.3		4.3				
Green Ext Time (p_c), s		2.2		4.8	1.3	1.5		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			19.6									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road

HCM 6th Signalized Intersection Summary

2024 No Build

AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	176	11	68	89	19	8	8	130	42	12	3
Future Volume (veh/h)	2	176	11	68	89	19	8	8	130	42	12	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1737	1826	1530	1900	1870	1870	1900	1900
Adj Flow Rate, veh/h	2	198	9	76	100	19	9	9	93	47	13	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	3	0	4	11	5	25	0	2	2	0	0
Cap, veh/h	119	854	38	372	429	69	137	22	171	342	60	7
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	3	1757	79	432	882	142	88	175	1362	1096	482	53
Grp Volume(v), veh/h	209	0	0	195	0	0	111	0	0	62	0	0
Grp Sat Flow(s), veh/h/ln	1840	0	0	1456	0	0	1625	0	0	1631	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.01		0.04	0.39		0.10	0.08		0.84	0.76		0.03
Lane Grp Cap(c), veh/h	1012	0	0	870	0	0	330	0	0	409	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.22	0.00	0.00	0.34	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	2793	0	0	2222	0	0	1434	0	0	1377	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.6	0.0	0.0	4.6	0.0	0.0	12.7	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.7	0.0	0.0	4.8	0.0	0.0	12.9	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		209			195			111			62	
Approach Delay, s/veh		4.7			4.8			12.9			12.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		9.9		21.0		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		4.0		2.9		4.0		4.0				
Green Ext Time (p_c), s		1.6		0.1		1.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				7.1								
HCM 6th LOS				A								

3: Duaneburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2024 No Build

AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	236	320	340	47	47	347
Future Volume (veh/h)	236	320	340	47	47	347
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1722	1781	1767	1796	1826
Adj Flow Rate, veh/h	291	395	420	53	58	285
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	12	8	9	7	5
Cap, veh/h	512	1133	683	86	208	354
Arrive On Green	0.11	0.66	0.44	0.44	0.12	0.12
Sat Flow, veh/h	1725	1722	1551	196	1711	1547
Grp Volume(v), veh/h	291	395	0	473	58	285
Grp Sat Flow(s), veh/h/ln	1725	1722	0	1746	1711	1547
Q Serve(g_s), s	0.0	4.6	0.0	9.4	1.4	3.0
Cycle Q Clear(g_c), s	0.0	4.6	0.0	9.4	1.4	3.0
Prop In Lane	1.00			0.11	1.00	1.00
Lane Grp Cap(c), veh/h	512	1133	0	769	208	354
V/C Ratio(X)	0.57	0.35	0.00	0.61	0.28	0.80
Avail Cap(c_a), veh/h	1277	1707	0	1731	1319	1359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	3.4	0.0	9.7	18.1	16.5
Incr Delay (d2), s/veh	0.4	0.3	0.0	1.1	0.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.6	0.0	2.6	0.5	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	3.7	0.0	10.9	18.4	18.2
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		686	473		343	
Approach Delay, s/veh		8.9	10.9		18.2	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		10.5	9.9	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+I1), s		6.6		5.0	2.0	11.4
Green Ext Time (p_c), s		3.7		0.6	0.4	4.6
Intersection Summary						
HCM 6th Ctrl Delay			11.7			
HCM 6th LOS			B			

1: Becker Road & Duaneburg Road

HCM 6th Signalized Intersection Summary

2024 Build
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	246	1	17	172	398	1	58	60	349	7	116
Future Volume (veh/h)	230	246	1	17	172	398	1	58	60	349	7	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1806	1826	1900	1884	1826	1767	1976	1976	1930	1752	1900	1663
Adj Flow Rate, veh/h	258	276	1	19	193	0	1	65	30	392	8	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	11	5	0	6	5	9	0	0	3	10	0	16
Cap, veh/h	327	889	3	356	409		55	464	211	594	10	
Arrive On Green	0.19	0.49	0.49	0.22	0.22	0.00	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	1720	1818	7	1110	1826	1497	3	1283	584	1348	28	1409
Grp Volume(v), veh/h	258	0	277	19	193	0	96	0	0	400	0	0
Grp Sat Flow(s),veh/h/ln	1720	0	1825	1110	1826	1497	1870	0	0	1375	0	1409
Q Serve(g_s), s	9.6	0.0	6.1	0.9	6.1	0.0	0.0	0.0	0.0	14.9	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	6.1	0.9	6.1	0.0	2.3	0.0	0.0	17.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.01		0.31	0.98		1.00
Lane Grp Cap(c), veh/h	327	0	892	356	409		731	0	0	604	0	
V/C Ratio(X)	0.79	0.00	0.31	0.05	0.47		0.13	0.00	0.00	0.66	0.00	
Avail Cap(c_a), veh/h	1028	0	1091	771	1091		1171	0	0	1116	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.8	0.0	10.3	20.5	22.5	0.0	14.4	0.0	0.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	6.0	0.0	0.3	0.1	1.2	0.0	0.0	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	2.1	0.2	2.5	0.0	0.9	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.8	0.0	10.6	20.6	23.7	0.0	14.4	0.0	0.0	21.5	0.0	0.0
LnGrp LOS	C	A	B	C	C		B	A	A	C	A	
Approach Vol, veh/h		535			212			96			400	
Approach Delay, s/veh		20.8			23.4			14.4			21.5	
Approach LOS		C			C			B			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.7		29.2	17.7	20.0		29.2				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+I1), s		8.1		19.2	11.6	8.1		4.3				
Green Ext Time (p_c), s		2.3		5.0	1.3	1.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2024 Build
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	183	11	73	95	19	8	8	136	42	12	3
Future Volume (veh/h)	2	183	11	73	95	19	8	8	136	42	12	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1856	1900	1841	1737	1826	1530	1900	1870	1870	1900	1900
Adj Flow Rate, veh/h	2	206	9	82	107	19	9	9	100	47	13	2
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	3	0	4	11	5	25	0	2	2	0	0
Cap, veh/h	119	854	37	374	427	64	136	21	175	343	63	7
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	3	1761	76	437	881	132	82	166	1377	1089	496	53
Grp Volume(v), veh/h	217	0	0	208	0	0	118	0	0	62	0	0
Grp Sat Flow(s), veh/h/ln	1840	0	0	1450	0	0	1625	0	0	1639	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	2.2	0.0	0.0	2.1	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.01		0.04	0.39		0.09	0.08		0.85	0.76		0.03
Lane Grp Cap(c), veh/h	1010	0	0	865	0	0	332	0	0	413	0	0
V/C Ratio(X)	0.21	0.00	0.00	0.24	0.00	0.00	0.36	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	2788	0	0	2208	0	0	1430	0	0	1370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	0.0	0.0	4.7	0.0	0.0	12.7	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.8	0.0	0.0	4.9	0.0	0.0	12.9	0.0	0.0	12.2	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	217			208			118			62		
Approach Delay, s/veh	4.8			4.9			12.9			12.2		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.0			9.9			21.0			9.9		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			25.0			45.0			25.0		
Max Q Clear Time (g_c+1), s	4.1			2.9			4.2			4.1		
Green Ext Time (p_c), s	1.7			0.1			1.7			0.3		
Intersection Summary												
HCM 6th Ctrl Delay				7.2								
HCM 6th LOS				A								

3: Duanesburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2024 Build
AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	256	356	383	47	47	371
Future Volume (veh/h)	256	356	383	47	47	371
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1811	1722	1781	1767	1796	1826
Adj Flow Rate, veh/h	316	440	473	53	58	315
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	6	12	8	9	7	5
Cap, veh/h	457	1107	676	76	243	383
Arrive On Green	0.11	0.64	0.43	0.43	0.14	0.14
Sat Flow, veh/h	1725	1722	1573	176	1711	1547
Grp Volume(v), veh/h	316	440	0	526	58	315
Grp Sat Flow(s), veh/h/ln	1725	1722	0	1750	1711	1547
Q Serve(g_s), s	0.2	5.7	0.0	11.4	1.4	4.0
Cycle Q Clear(g_c), s	0.2	5.7	0.0	11.4	1.4	4.0
Prop In Lane	1.00			0.10	1.00	1.00
Lane Grp Cap(c), veh/h	457	1107	0	752	243	383
V/C Ratio(X)	0.69	0.40	0.00	0.70	0.24	0.82
Avail Cap(c_a), veh/h	1202	1666	0	1692	1287	1328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	4.0	0.0	10.8	17.7	16.5
Incr Delay (d2), s/veh	0.7	0.3	0.0	1.7	0.2	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.7	0.9	0.0	3.4	0.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.1	4.3	0.0	12.5	17.9	18.2
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		756	526		373	
Approach Delay, s/veh		10.1	12.5		18.2	
Approach LOS		B	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		11.6	9.9	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+I1), s		7.7		6.0	2.2	13.4
Green Ext Time (p_c), s		4.2		0.6	0.4	5.2
Intersection Summary						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			

4: Duanesburg Road & Proposed Driveway HCM 6th TWSC

2024 Build
AM Peak Hour

Intersection

Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	554	487	120	99	100
Future Vol, veh/h	100	554	487	120	99	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	85
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	7	8	0	0	0
Mvmt Flow	109	602	529	130	108	109

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	659	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	939	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	939	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	939	-	-	-	334	509
HCM Lane V/C Ratio	0.116	-	-	-	0.322	0.214
HCM Control Delay (s)	9.3	-	-	-	20.8	14
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.4	0.8

1: Becker Road & Duanesburg Road

HCM 6th Signalized Intersection Summary

2023 Existing

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	190	4	21	250	294	1	27	29	366	41	215
Future Volume (veh/h)	134	190	4	21	250	294	1	27	29	366	41	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1760	1870	1900	1976	1885	1737	1976	1976	1976	1737	1900	1722
Adj Flow Rate, veh/h	138	196	3	22	258	0	1	28	16	377	42	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	14	2	0	0	1	11	0	0	0	11	0	12
Cap, veh/h	243	852	13	412	451		61	448	248	597	54	
Arrive On Green	0.15	0.46	0.46	0.24	0.24	0.00	0.38	0.38	0.38	0.38	0.38	0.00
Sat Flow, veh/h	1676	1837	28	1242	1885	1472	6	1189	660	1295	144	1459
Grp Volume(v), veh/h	138	0	199	22	258	0	45	0	0	419	0	0
Grp Sat Flow(s),veh/h/ln	1676	0	1865	1242	1885	1472	1855	0	0	1439	0	1459
Q Serve(g_s), s	4.8	0.0	4.0	0.9	7.6	0.0	0.0	0.0	0.0	15.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	4.0	0.9	7.6	0.0	1.0	0.0	0.0	15.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.02		0.36	0.90		1.00
Lane Grp Cap(c), veh/h	243	0	865	412	451		757	0	0	651	0	
V/C Ratio(X)	0.57	0.00	0.23	0.05	0.57		0.06	0.00	0.00	0.64	0.00	
Avail Cap(c_a), veh/h	1069	0	1189	907	1202		1238	0	0	1249	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.0	0.0	10.1	18.5	21.0	0.0	12.5	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.2	0.1	1.6	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.4	0.2	3.2	0.0	0.4	0.0	0.0	5.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	10.3	18.6	22.7	0.0	12.5	0.0	0.0	19.3	0.0	0.0
LnGrp LOS	C	A	B	B	C		B	A	A	B	A	
Approach Vol, veh/h	337			280			45			419		
Approach Delay, s/veh	17.5			22.3			12.5			19.3		
Approach LOS	B			C			B			B		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	34.1			28.6		14.1	20.0		28.6			
Change Period (Y+Rc), s	5.0			5.0		5.0	5.0		5.0			
Max Green Setting (Gmax), s	40.0			50.0		40.0	40.0		40.0			
Max Q Clear Time (g_c+I1), s	6.0			17.9		6.8	9.6		3.0			
Green Ext Time (p_c), s	1.6			5.7		0.6	2.2		0.1			

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road

HCM 6th Signalized Intersection Summary

2023 Existing
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	119	11	131	189	37	15	19	84	25	14	8
Future Volume (veh/h)	3	119	11	131	189	37	15	19	84	25	14	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1900	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	3	129	10	142	205	35	16	21	58	27	15	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	0	0	0	0	2	0	0	0
Cap, veh/h	125	850	65	387	508	74	163	49	116	269	75	31
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	8	1731	132	459	1034	151	214	426	1004	755	647	267
Grp Volume(v), veh/h	142	0	0	382	0	0	95	0	0	50	0	0
Grp Sat Flow(s), veh/h/ln	1871	0	0	1644	0	0	1645	0	0	1669	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.2	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.02		0.07	0.37		0.09	0.17		0.61	0.54		0.16
Lane Grp Cap(c), veh/h	1039	0	0	969	0	0	328	0	0	375	0	0
V/C Ratio(X)	0.14	0.00	0.00	0.39	0.00	0.00	0.29	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	2858	0	0	2523	0	0	1471	0	0	1440	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	5.0	0.0	0.0	12.6	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	0.0	0.0	5.3	0.0	0.0	12.8	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		142			382			95			50	
Approach Delay, s/veh		4.4			5.3			12.8			12.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		9.5		21.0		9.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+l1), s		3.3		2.8		6.2		3.6				
Green Ext Time (p_c), s		1.0		0.1		3.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.7								
HCM 6th LOS				A								

3: Duanesburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2023 Existing
PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	235	314	322	72	85	306
Future Volume (veh/h)	235	314	322	72	85	306
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1752	1796	1856	1811	1870
Adj Flow Rate, veh/h	250	334	343	61	90	195
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	10	7	3	6	2
Cap, veh/h	582	1169	665	118	188	342
Arrive On Green	0.11	0.67	0.45	0.45	0.11	0.11
Sat Flow, veh/h	1767	1752	1485	264	1725	1585
Grp Volume(v), veh/h	250	334	0	404	90	195
Grp Sat Flow(s),veh/h/ln	1767	1752	0	1749	1725	1585
Q Serve(g_s), s	0.0	3.5	0.0	7.4	2.2	0.1
Cycle Q Clear(g_c), s	0.0	3.5	0.0	7.4	2.2	0.1
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	582	1169	0	784	188	342
V/C Ratio(X)	0.43	0.29	0.00	0.52	0.48	0.57
Avail Cap(c_a), veh/h	1382	1766	0	1763	1353	1413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	3.1	0.0	8.8	18.7	15.6
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.7	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.4	0.0	2.0	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.1	3.2	0.0	9.6	19.4	16.2
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		584	404		285	
Approach Delay, s/veh		7.5	9.6		17.2	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.8		9.9	9.8	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+I1), s		5.5		4.2	2.0	9.4
Green Ext Time (p_c), s		3.0		0.4	0.3	3.8
Intersection Summary						
HCM 6th Ctrl Delay			10.3			
HCM 6th LOS			B			

1: Becker Road & Duaneburg Road

HCM 6th Signalized Intersection Summary

2024 No Build

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	191	4	21	254	325	1	27	29	382	41	216
Future Volume (veh/h)	134	191	4	21	254	325	1	27	29	382	41	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1760	1870	1900	1976	1885	1737	1976	1976	1976	1737	1900	1722
Adj Flow Rate, veh/h	138	197	3	22	262	0	1	28	20	394	42	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	14	2	0	0	1	11	0	0	0	11	0	12
Cap, veh/h	239	836	13	403	441		59	421	292	611	54	
Arrive On Green	0.14	0.45	0.45	0.23	0.23	0.00	0.39	0.39	0.39	0.39	0.39	0.00
Sat Flow, veh/h	1676	1837	28	1241	1885	1472	5	1083	751	1295	138	1459
Grp Volume(v), veh/h	138	0	200	22	262	0	49	0	0	436	0	0
Grp Sat Flow(s),veh/h/ln	1676	0	1865	1241	1885	1472	1839	0	0	1434	0	1459
Q Serve(g_s), s	4.9	0.0	4.2	0.9	7.9	0.0	0.0	0.0	0.0	15.9	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	4.2	0.9	7.9	0.0	1.1	0.0	0.0	17.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.02		0.41	0.90		1.00
Lane Grp Cap(c), veh/h	239	0	849	403	441		773	0	0	665	0	
V/C Ratio(X)	0.58	0.00	0.24	0.05	0.59		0.06	0.00	0.00	0.66	0.00	
Avail Cap(c_a), veh/h	1047	0	1165	887	1177		1203	0	0	1219	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.6	0.0	10.7	19.1	21.8	0.0	12.3	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.2	0.1	1.8	0.0	0.0	0.0	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	1.5	0.2	3.3	0.0	0.4	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	10.9	19.2	23.6	0.0	12.3	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C	A	B	B	C		B	A	A	B	A	
Approach Vol, veh/h		338			284			49			436	
Approach Delay, s/veh		18.2			23.3			12.3			19.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.1		29.9	14.1	20.0		29.9				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+I1), s		6.2		19.0	6.9	9.9		3.1				
Green Ext Time (p_c), s		1.6		5.9	0.6	2.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road

HCM 6th Signalized Intersection Summary

2024 No Build

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	120	11	131	192	37	15	19	84	25	14	8
Future Volume (veh/h)	3	120	11	131	192	37	15	19	84	25	14	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1900	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	3	130	10	142	209	35	16	21	58	27	15	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	0	0	0	0	2	0	0	0
Cap, veh/h	124	851	64	384	513	73	163	49	116	269	75	31
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	8	1732	131	453	1044	149	214	426	1004	755	647	267
Grp Volume(v), veh/h	143	0	0	386	0	0	95	0	0	50	0	0
Grp Sat Flow(s), veh/h/ln	1871	0	0	1647	0	0	1645	0	0	1669	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	4.2	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.02		0.07	0.37		0.09	0.17		0.61	0.54		0.16
Lane Grp Cap(c), veh/h	1039	0	0	970	0	0	328	0	0	375	0	0
V/C Ratio(X)	0.14	0.00	0.00	0.40	0.00	0.00	0.29	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	2858	0	0	2526	0	0	1471	0	0	1440	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	5.0	0.0	0.0	12.6	0.0	0.0	12.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.1	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.4	0.0	0.0	5.4	0.0	0.0	12.8	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		143			386			95			50	
Approach Delay, s/veh		4.4			5.4			12.8			12.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		9.5		21.0		9.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		3.3		2.8		6.2		3.6				
Green Ext Time (p_c), s		1.0		0.1		3.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				6.7								
HCM 6th LOS				A								

3: Duanesburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2024 No Build
PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	242	326	350	75	86	313
Future Volume (veh/h)	242	326	350	75	86	313
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1752	1796	1856	1811	1870
Adj Flow Rate, veh/h	257	347	372	64	91	202
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	10	7	3	6	2
Cap, veh/h	559	1169	669	115	188	343
Arrive On Green	0.11	0.67	0.45	0.45	0.11	0.11
Sat Flow, veh/h	1767	1752	1493	257	1725	1585
Grp Volume(v), veh/h	257	347	0	436	91	202
Grp Sat Flow(s), veh/h/ln	1767	1752	0	1750	1725	1585
Q Serve(g_s), s	0.0	3.7	0.0	8.2	2.2	0.3
Cycle Q Clear(g_c), s	0.0	3.7	0.0	8.2	2.2	0.3
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	559	1169	0	784	188	343
V/C Ratio(X)	0.46	0.30	0.00	0.56	0.48	0.59
Avail Cap(c_a), veh/h	1358	1765	0	1763	1352	1412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	3.1	0.0	9.1	18.7	15.7
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.9	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.4	0.0	2.2	0.8	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	3.3	0.0	10.0	19.4	16.3
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		604	436		293	
Approach Delay, s/veh		7.9	10.0		17.3	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.8		9.9	9.8	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+1), s		5.7		4.2	2.0	10.2
Green Ext Time (p_c), s		3.1		0.5	0.3	4.2
Intersection Summary						
HCM 6th Ctrl Delay			10.6			
HCM 6th LOS			B			

1: Becker Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2024 Build
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	206	4	21	270	377	1	27	29	434	41	216
Future Volume (veh/h)	134	206	4	21	270	377	1	27	29	434	41	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1760	1870	1900	1976	1885	1737	1976	1976	1976	1737	1900	1722
Adj Flow Rate, veh/h	138	212	3	22	278	0	1	28	20	447	42	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	14	2	0	0	1	11	0	0	0	11	0	12
Cap, veh/h	228	789	11	375	415		56	459	318	654	52	
Arrive On Green	0.14	0.43	0.43	0.22	0.22	0.00	0.42	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	1676	1840	26	1224	1885	1472	5	1083	751	1305	123	1459
Grp Volume(v), veh/h	138	0	215	22	278	0	49	0	0	489	0	0
Grp Sat Flow(s), veh/h/ln	1676	0	1866	1224	1885	1472	1839	0	0	1427	0	1459
Q Serve(g_s), s	5.3	0.0	5.1	1.0	9.2	0.0	0.0	0.0	0.0	19.3	0.0	0.0
Cycle Q Clear(g_c), s	5.3	0.0	5.1	1.0	9.2	0.0	1.1	0.0	0.0	20.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.02		0.41	0.91		1.00
Lane Grp Cap(c), veh/h	228	0	801	375	415		834	0	0	706	0	
V/C Ratio(X)	0.61	0.00	0.27	0.06	0.67		0.06	0.00	0.00	0.69	0.00	
Avail Cap(c_a), veh/h	983	0	1094	823	1106		1131	0	0	1143	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.7	0.0	12.6	21.1	24.3	0.0	11.6	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	0.3	0.1	2.7	0.0	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	1.9	0.3	4.0	0.0	0.4	0.0	0.0	6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	12.8	21.2	27.0	0.0	11.6	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	C	A	B	C	C		B	A	A	B	A	
Approach Vol, veh/h		353			300			49			489	
Approach Delay, s/veh		20.1			26.6			11.6			19.6	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		34.3		33.9	14.3	20.0		33.9				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+1), s		7.1		22.3	7.3	11.2		3.1				
Green Ext Time (p_c), s		1.7		6.6	0.6	2.4		0.2				

Intersection Summary

HCM 6th Ctrl Delay 21.2
HCM 6th LOS C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duaneburg Road HCM 6th Signalized Intersection Summary

2024 Build
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	128	11	139	200	37	15	19	91	25	14	8
Future Volume (veh/h)	3	128	11	139	200	37	15	19	91	25	14	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1900	1900	1900	1870	1900	1900	1900
Adj Flow Rate, veh/h	3	139	10	151	217	35	16	21	66	27	15	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	0	0	0	0	2	0	0	0
Cap, veh/h	124	853	60	388	506	70	159	47	125	269	79	32
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	8	1741	123	462	1033	142	194	397	1053	743	664	268
Grp Volume(v), veh/h	152	0	0	403	0	0	103	0	0	50	0	0
Grp Sat Flow(s),veh/h/ln	1872	0	0	1638	0	0	1643	0	0	1675	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	4.6	0.0	0.0	1.8	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.02		0.07	0.37		0.09	0.16		0.64	0.54		0.16
Lane Grp Cap(c), veh/h	1036	0	0	963	0	0	331	0	0	380	0	0
V/C Ratio(X)	0.15	0.00	0.00	0.42	0.00	0.00	0.31	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	2852	0	0	2504	0	0	1464	0	0	1431	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	5.1	0.0	0.0	12.7	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	0.0	0.4	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.4	0.0	0.0	5.5	0.0	0.0	12.9	0.0	0.0	12.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	152			403			103			50		
Approach Delay, s/veh	4.4			5.5			12.9			12.3		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.0			9.6			21.0			9.6		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			25.0			45.0			25.0		
Max Q Clear Time (g_c+l1), s	3.4			2.8			6.6			3.8		
Green Ext Time (p_c), s	1.1			0.1			3.6			0.3		
Intersection Summary												
HCM 6th Ctrl Delay				6.8								
HCM 6th LOS				A								

3: Duanesburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2024 Build
PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	272	378	403	75	86	343
Future Volume (veh/h)	272	378	403	75	86	343
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1752	1796	1856	1811	1870
Adj Flow Rate, veh/h	289	402	429	64	91	234
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	10	7	3	6	2
Cap, veh/h	519	1168	682	102	189	346
Arrive On Green	0.11	0.67	0.45	0.45	0.11	0.11
Sat Flow, veh/h	1767	1752	1527	228	1725	1585
Grp Volume(v), veh/h	289	402	0	493	91	234
Grp Sat Flow(s),veh/h/ln	1767	1752	0	1755	1725	1585
Q Serve(g_s), s	0.0	4.4	0.0	9.7	2.2	1.2
Cycle Q Clear(g_c), s	0.0	4.4	0.0	9.7	2.2	1.2
Prop In Lane	1.00			0.13	1.00	1.00
Lane Grp Cap(c), veh/h	519	1168	0	784	189	346
V/C Ratio(X)	0.56	0.34	0.00	0.63	0.48	0.68
Avail Cap(c_a), veh/h	1314	1761	0	1764	1348	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	3.2	0.0	9.5	18.7	16.0
Incr Delay (d2), s/veh	0.3	0.2	0.0	1.2	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.5	0.0	2.7	0.8	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.7	3.5	0.0	10.7	19.4	16.9
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h	691	493		325		
Approach Delay, s/veh	8.6	10.7		17.6		
Approach LOS	A	B		B		
Timer - Assigned Phs	2		4	5	6	
Phs Duration (G+Y+Rc), s	34.9		9.9	9.9	25.0	
Change Period (Y+Rc), s	5.0		5.0	5.0	5.0	
Max Green Setting (Gmax), s	45.0		35.0	25.0	45.0	
Max Q Clear Time (g_c+I1), s	6.4		4.2	2.0	11.7	
Green Ext Time (p_c), s	3.8		0.5	0.4	4.8	
Intersection Summary						
HCM 6th Ctrl Delay		11.2				
HCM 6th LOS		B				

4: Duanesburg Road & Proposed Driveway HCM 6th TWSC

2024 Build
PM Peak Hour

Intersection

Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	553	538	144	132	129
Future Vol, veh/h	117	553	538	144	132	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	85
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	8	5	0	0	0
Mvmt Flow	127	601	585	157	143	140

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	742	0	0 1519 664
Stage 1	-	-	- 664 -
Stage 2	-	-	- 855 -
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	874	-	- ~ 132 464
Stage 1	-	-	- 516 -
Stage 2	-	-	- 420 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	874	-	- ~ 113 464
Mov Cap-2 Maneuver	-	-	- 308 -
Stage 1	-	-	- 441 -
Stage 2	-	-	- 420 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	874	-	-	-	308	464
HCM Lane V/C Ratio	0.146	-	-	-	0.466	0.302
HCM Control Delay (s)	9.8	-	-	-	26.5	16.1
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	2.3	1.3

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

1: Becker Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2023 Existing
SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	162	0	38	216	205	5	32	31	156	25	127
Future Volume (veh/h)	118	162	0	38	216	205	5	32	31	156	25	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1760	1885	1900	1976	1870	1841	1976	1976	1976	1752	1900	1737
Adj Flow Rate, veh/h	131	180	0	42	240	0	6	36	20	173	28	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	14	1	0	0	2	4	0	0	0	10	0	11
Cap, veh/h	287	1102	0	543	580		95	248	124	404	43	
Arrive On Green	0.17	0.58	0.00	0.31	0.31	0.00	0.21	0.21	0.21	0.21	0.21	0.00
Sat Flow, veh/h	1676	1885	0	1272	1870	1560	63	1188	596	1269	207	1472
Grp Volume(v), veh/h	131	180	0	42	240	0	62	0	0	201	0	0
Grp Sat Flow(s),veh/h/ln	1676	1885	0	1272	1870	1560	1847	0	0	1476	0	1472
Q Serve(g_s), s	3.4	2.1	0.0	1.1	4.9	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.1	0.0	1.1	4.9	0.0	1.3	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.10		0.32	0.86		1.00
Lane Grp Cap(c), veh/h	287	1102	0	543	580		467	0	0	447	0	
V/C Ratio(X)	0.46	0.16	0.00	0.08	0.41		0.13	0.00	0.00	0.45	0.00	
Avail Cap(c_a), veh/h	1386	1558	0	1200	1546		1585	0	0	1621	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	4.6	0.0	11.9	13.2	0.0	15.7	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.1	0.0	0.1	0.7	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.5	0.0	0.3	1.7	0.0	0.5	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	4.7	0.0	12.0	13.9	0.0	15.7	0.0	0.0	18.9	0.0	0.0
LnGrp LOS	B	A	A	B	B		B	A	A	B	A	
Approach Vol, veh/h		311			282			62			201	
Approach Delay, s/veh		11.0			13.6			15.7			18.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.3		15.1	13.3	20.0		15.1				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+I1), s		4.1		7.9	5.4	6.9		3.3				
Green Ext Time (p_c), s		1.4		2.6	0.6	2.2		0.2				

Intersection Summary

HCM 6th Ctrl Delay 14.0
HCM 6th LOS B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2023 Existing
SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	87	8	95	137	16	7	8	74	10	7	1
Future Volume (veh/h)	2	87	8	95	137	16	7	8	74	10	7	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	99	7	108	156	18	8	9	32	11	8	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	129	885	62	421	550	55	164	22	80	259	49	6
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	7	1719	120	486	1069	106	271	305	1083	919	669	84
Grp Volume(v), veh/h	108	0	0	282	0	0	49	0	0	20	0	0
Grp Sat Flow(s), veh/h/ln	1845	0	0	1661	0	0	1658	0	0	1672	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	2.5	0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.02		0.06	0.38		0.06	0.16		0.65	0.55		0.05
Lane Grp Cap(c), veh/h	1076	0	0	1026	0	0	265	0	0	314	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.27	0.00	0.00	0.18	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	2960	0	0	2677	0	0	1538	0	0	1544	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.6	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.7	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		108			282			49			20	
Approach Delay, s/veh		3.7			4.2			13.0			12.7	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.1		21.0		8.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		2.9		2.3		4.5		2.8				
Green Ext Time (p_c), s		0.8		0.0		2.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				5.4								
HCM 6th LOS				A								

3: Duaneburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2023 Existing
SAT Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	246	306	213	59	68	182
Future Volume (veh/h)	246	306	213	59	68	182
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1826	1811	1900	1885	1885
Adj Flow Rate, veh/h	308	382	266	64	85	181
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	5	6	0	1	1
Cap, veh/h	651	1221	631	152	193	347
Arrive On Green	0.11	0.67	0.45	0.45	0.11	0.11
Sat Flow, veh/h	1810	1826	1411	339	1795	1598
Grp Volume(v), veh/h	308	382	0	330	85	181
Grp Sat Flow(s), veh/h/ln	1810	1826	0	1750	1795	1598
Q Serve(g_s), s	0.0	3.9	0.0	5.7	2.0	0.0
Cycle Q Clear(g_c), s	0.0	3.9	0.0	5.7	2.0	0.0
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	651	1221	0	783	193	347
V/C Ratio(X)	0.47	0.31	0.00	0.42	0.44	0.52
Avail Cap(c_a), veh/h	1465	1838	0	1761	1406	1426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	3.1	0.0	8.4	18.7	15.5
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.5	0.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	1.9	0.4	0.0	1.5	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	3.3	0.0	8.9	19.3	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		690	330		266	
Approach Delay, s/veh		7.3	8.9		17.0	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		9.8	9.9	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+I1), s		5.9		4.0	2.0	7.7
Green Ext Time (p_c), s		3.5		0.4	0.4	3.0
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

1: Becker Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2024 No Build
SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	163	0	38	217	210	5	32	31	162	25	127
Future Volume (veh/h)	118	163	0	38	217	210	5	32	31	162	25	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1760	1885	1900	1976	1870	1841	1976	1976	1976	1752	1900	1737
Adj Flow Rate, veh/h	131	181	0	42	241	0	6	36	20	180	28	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	14	1	0	0	2	4	0	0	0	10	0	11
Cap, veh/h	285	1093	0	538	575		94	256	128	412	43	
Arrive On Green	0.17	0.58	0.00	0.31	0.31	0.00	0.22	0.22	0.22	0.22	0.22	0.00
Sat Flow, veh/h	1676	1885	0	1271	1870	1560	62	1189	596	1274	198	1472
Grp Volume(v), veh/h	131	181	0	42	241	0	62	0	0	208	0	0
Grp Sat Flow(s),veh/h/ln	1676	1885	0	1271	1870	1560	1847	0	0	1472	0	1472
Q Serve(g_s), s	3.4	2.2	0.0	1.2	5.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.2	0.0	1.2	5.0	0.0	1.3	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.10		0.32	0.87		1.00
Lane Grp Cap(c), veh/h	285	1093	0	538	575		478	0	0	454	0	
V/C Ratio(X)	0.46	0.17	0.00	0.08	0.42		0.13	0.00	0.00	0.46	0.00	
Avail Cap(c_a), veh/h	1374	1545	0	1189	1533		1572	0	0	1605	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	4.8	0.0	12.1	13.4	0.0	15.5	0.0	0.0	17.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.1	0.0	0.1	0.7	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.5	0.0	0.3	1.8	0.0	0.5	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	4.9	0.0	12.2	14.1	0.0	15.6	0.0	0.0	18.8	0.0	0.0
LnGrp LOS	B	A	A	B	B		B	A	A	B	A	
Approach Vol, veh/h		312			283			62			208	
Approach Delay, s/veh		11.2			13.8			15.6			18.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.3		15.5	13.3	20.0		15.5				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+I1), s		4.2		8.1	5.4	7.0		3.3				
Green Ext Time (p_c), s		1.4		2.7	0.6	2.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				14.2								
HCM 6th LOS				B								

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2024 No Build
SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	88	8	95	137	16	7	8	74	10	7	1
Future Volume (veh/h)	2	88	8	95	137	16	7	8	74	10	7	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	100	7	108	156	17	8	9	41	11	8	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	128	879	61	419	548	51	158	21	94	264	54	7
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	7	1720	119	488	1072	100	226	258	1168	922	671	84
Grp Volume(v), veh/h	109	0	0	281	0	0	58	0	0	20	0	0
Grp Sat Flow(s), veh/h/ln	1845	0	0	1661	0	0	1652	0	0	1677	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	2.5	0.0	0.0	1.0	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.02		0.06	0.38		0.06	0.14		0.71	0.55		0.05
Lane Grp Cap(c), veh/h	1068	0	0	1018	0	0	272	0	0	325	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.28	0.00	0.00	0.21	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	2939	0	0	2657	0	0	1522	0	0	1528	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.7	0.0	0.0	4.1	0.0	0.0	12.8	0.0	0.0	12.6	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	0.0	4.3	0.0	0.0	13.0	0.0	0.0	12.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		109			281			58			20	
Approach Delay, s/veh		3.8			4.3			13.0			12.6	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		8.4		21.0		8.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		25.0		45.0		25.0				
Max Q Clear Time (g_c+I1), s		2.9		2.3		4.5		3.0				
Green Ext Time (p_c), s		0.8		0.0		2.3		0.1				
Intersection Summary												
HCM 6th Ctrl Delay				5.6								
HCM 6th LOS				A								

3: Duaneburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2024 No Build
SAT Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	247	314	218	59	69	182
Future Volume (veh/h)	247	314	218	59	69	182
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1826	1811	1900	1885	1885
Adj Flow Rate, veh/h	309	392	272	63	86	181
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	5	6	0	1	1
Cap, veh/h	648	1221	636	147	193	347
Arrive On Green	0.11	0.67	0.45	0.45	0.11	0.11
Sat Flow, veh/h	1810	1826	1422	329	1795	1598
Grp Volume(v), veh/h	309	392	0	335	86	181
Grp Sat Flow(s),veh/h/ln	1810	1826	0	1752	1795	1598
Q Serve(g_s), s	0.0	4.1	0.0	5.8	2.0	0.0
Cycle Q Clear(g_c), s	0.0	4.1	0.0	5.8	2.0	0.0
Prop In Lane	1.00			0.19	1.00	1.00
Lane Grp Cap(c), veh/h	648	1221	0	784	193	347
V/C Ratio(X)	0.48	0.32	0.00	0.43	0.44	0.52
Avail Cap(c_a), veh/h	1462	1838	0	1763	1405	1425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	3.1	0.0	8.4	18.7	15.4
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.5	0.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.5	0.0	1.6	0.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.3	3.3	0.0	9.0	19.3	15.9
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		701	335		267	
Approach Delay, s/veh		7.3	9.0		17.0	
Approach LOS		A	A		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.9		9.8	9.9	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+l1), s		6.1		4.0	2.0	7.8
Green Ext Time (p_c), s		3.6		0.4	0.4	3.0
Intersection Summary						
HCM 6th Ctrl Delay			9.7			
HCM 6th LOS			A			

1: Becker Road & Duanesburg Road HCM 6th Signalized Intersection Summary

2024 Build
SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	188	0	38	244	301	5	32	31	249	25	127
Future Volume (veh/h)	118	188	0	38	244	301	5	32	31	249	25	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1760	1885	1900	1976	1870	1841	1976	1976	1976	1752	1900	1737
Adj Flow Rate, veh/h	131	209	0	42	271	0	6	36	20	277	28	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	14	1	0	0	2	4	0	0	0	10	0	11
Cap, veh/h	264	984	0	470	511		90	352	176	512	39	
Arrive On Green	0.16	0.52	0.00	0.27	0.27	0.00	0.30	0.30	0.30	0.30	0.30	0.00
Sat Flow, veh/h	1676	1885	0	1239	1870	1560	62	1189	596	1307	132	1472
Grp Volume(v), veh/h	131	209	0	42	271	0	62	0	0	305	0	0
Grp Sat Flow(s),veh/h/ln	1676	1885	0	1239	1870	1560	1847	0	0	1439	0	1472
Q Serve(g_s), s	3.9	3.3	0.0	1.4	6.8	0.0	0.0	0.0	0.0	8.9	0.0	0.0
Cycle Q Clear(g_c), s	3.9	3.3	0.0	1.4	6.8	0.0	1.3	0.0	0.0	10.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		1.00	0.10		0.32	0.91		1.00
Lane Grp Cap(c), veh/h	264	984	0	470	511		618	0	0	551	0	
V/C Ratio(X)	0.50	0.21	0.00	0.09	0.53		0.10	0.00	0.00	0.55	0.00	
Avail Cap(c_a), veh/h	1222	1374	0	1035	1364		1402	0	0	1416	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.1	7.0	0.0	15.0	16.9	0.0	14.1	0.0	0.0	17.1	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.2	0.0	0.1	1.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.0	0.0	0.4	2.6	0.0	0.5	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.2	7.2	0.0	15.1	18.2	0.0	14.1	0.0	0.0	18.9	0.0	0.0
LnGrp LOS	C	A	A	B	B		B	A	A	B	A	
Approach Vol, veh/h		340			313			62			305	
Approach Delay, s/veh		13.4			17.7			14.1			18.9	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		33.6		21.2	13.6	20.0		21.2				
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s		40.0		50.0	40.0	40.0		40.0				
Max Q Clear Time (g_c+1), s		5.3		12.2	5.9	8.8		3.3				
Green Ext Time (p_c), s		1.7		4.1	0.6	2.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			16.4									
HCM 6th LOS			B									

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

2: Pangburn Road & Duanesburg Road

HCM 6th Signalized Intersection Summary

2024 Build
SAT Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	101	8	108	151	16	7	8	86	10	7	1
Future Volume (veh/h)	2	101	8	108	151	16	7	8	86	10	7	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	115	7	123	172	17	8	9	55	11	8	1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	126	879	53	423	534	45	149	20	111	265	67	8
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	6	1738	104	501	1056	90	161	222	1242	853	753	85
Grp Volume(v), veh/h	124	0	0	312	0	0	72	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1848	0	0	1647	0	0	1625	0	0	1691	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.9	0.0	0.0	1.2	0.0	0.0	0.3	0.0	0.0
Prop In Lane	0.02		0.06	0.39		0.05	0.11		0.76	0.55		0.05
Lane Grp Cap(c), veh/h	1058	0	0	1002	0	0	280	0	0	340	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.31	0.00	0.00	0.26	0.00	0.00	0.06	0.00	0.00
Avail Cap(c_a), veh/h	2914	0	0	2609	0	0	1500	0	0	1505	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.9	0.0	0.0	4.3	0.0	0.0	12.9	0.0	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	0.0	0.0	4.6	0.0	0.0	13.0	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	124			312			72			20		
Approach Delay, s/veh	4.0			4.6			13.0			12.4		
Approach LOS	A			A			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	21.0			8.7			21.0			8.7		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	45.0			25.0			45.0			25.0		
Max Q Clear Time (g_c+l1), s	3.1			2.3			4.9			3.2		
Green Ext Time (p_c), s	0.9			0.0			2.6			0.2		
Intersection Summary												
HCM 6th Ctrl Delay				5.9								
HCM 6th LOS				A								

3: Duanesburg Road & Burdeck Street HCM 6th Signalized Intersection Summary

2024 Build
SAT Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	300	404	306	59	69	232
Future Volume (veh/h)	300	404	306	59	69	232
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1900	1826	1811	1900	1885	1885
Adj Flow Rate, veh/h	375	505	382	63	86	243
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	0	5	6	0	1	1
Cap, veh/h	566	1219	676	111	197	351
Arrive On Green	0.11	0.67	0.45	0.45	0.11	0.11
Sat Flow, veh/h	1810	1826	1516	250	1795	1598
Grp Volume(v), veh/h	375	505	0	445	86	243
Grp Sat Flow(s), veh/h/ln	1810	1826	0	1766	1795	1598
Q Serve(g_s), s	0.0	5.7	0.0	8.4	2.0	1.3
Cycle Q Clear(g_c), s	0.0	5.7	0.0	8.4	2.0	1.3
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	566	1219	0	787	197	351
V/C Ratio(X)	0.66	0.41	0.00	0.57	0.44	0.69
Avail Cap(c_a), veh/h	1374	1831	0	1771	1400	1423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	3.4	0.0	9.2	18.7	16.1
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.9	0.6	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.7	0.0	2.3	0.8	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.6	3.7	0.0	10.1	19.3	17.0
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h		880	445		329	
Approach Delay, s/veh		8.8	10.1		17.6	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		35.0		9.9	10.0	25.0
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		45.0		35.0	25.0	45.0
Max Q Clear Time (g_c+1), s		7.7		4.0	2.0	10.4
Green Ext Time (p_c), s		5.0		0.5	0.5	4.2
Intersection Summary						
HCM 6th Ctrl Delay			10.9			
HCM 6th LOS			B			

4: Duanesburg Road & Proposed Driveway HCM 6th TWSC

2024 Build
SAT Peak Hour

Intersection

Int Delay, s/veh	8.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	191	278	412	190	222	170
Future Vol, veh/h	191	278	412	190	222	170
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	85
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	5	3	0	0	0
Mvmt Flow	208	302	448	207	241	185

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	655	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	942	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	942	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	EB	WB	SB
HCM Control Delay, s	4	0	27.5
HCM LOS			D

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	942	-	-	-	343	537
HCM Lane V/C Ratio	0.22	-	-	-	0.704	0.344
HCM Control Delay (s)	9.9	-	-	-	37	15.2
HCM Lane LOS	A	-	-	-	E	C
HCM 95th %tile Q(veh)	0.8	-	-	-	5.1	1.5

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon



To: Tiffany Marsh
GDP Lville Rotterdam, LLC
145 Otterkill Road
PO Box 55
Mountainville, NY 10953

Date: 11/13/2024

Memorandum

Project #: 22286.00

From: Wendy Holsberger, PE, PTOE, RSP1

Re: Preliminary Construction Cost Estimate

Overview

The intent of this memo is to provide a preliminary construction cost estimate for the construction of a new pedestrian crossing across Duanesburg Road (NY Route 7) on the westerly approach of the Duanesburg Road at Sabre Drive intersection.

Scope of Work

- › New curb ramps on both sides of Duanesburg Road (assumes no right-of-way costs)
- › Roadway striping modifications, including crosswalk striping, stop bar relocation, etc.
- › A new pedestrian signal, with push buttons and countdown timers and necessary updates to the existing traffic signal (assumes that the existing signal controller can handle the additional wiring for the pedestrian signal)
- › Incidentals including survey work and traffic control for the work zone

Preliminary Construction Cost Estimate

A preliminary construction cost estimate was prepared utilizing the New York State Department of Transportation Preliminary Cost Estimate Tool. The total preliminary estimated construction cost for the pedestrian crossing is \$46,000, which includes a 15% contingency.



November 16, 2023

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

Dear Mr. Comenzo:

Based on the preliminary plans for the construction of a BJ's Wholesale Club across the street from the Schalmont Central School District Secondary Campus, it would be most beneficial if a crosswalk at the light and sidewalk west to the proposed entrance could be installed as part of the project.

Such installation would provide assurance that any students, staff, or community members walking to and from our campus to this location would have the means of safely crossing Route 7. Considering the increase in traffic, one can expect due to this construction, I would consider this crosswalk a necessity.

If you have any questions, please don't hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to be 'T B'.

Dr. Thomas B. Reardon, Ed.D.
Superintendent of Schools

RECEIVED

NOV 21 2023

**TOWN OF ROTTERDAM
PUBLIC WORKS**

ZONING COORDINATION REFERRALFor Use By SCDEDP
November 26, 2024

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

Received 11-9-23
Case No. B-110-23
Returned 11-28-23

FROM: ☒ Legislative Body
☐ Zoning Board of Appeals
☐ Planning Board

Municipality:

Rotterdam

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

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

ACTION: ☐ Zoning Code/Law Amendment
☐ Zoning Map Amendment
☐ Subdivision Review
☐ Site Plan Review

☐ Special Permit
☐ Use Variance
☐ Area Variance
☒ Other (specify) COZ

NOV 09 2023

Economic Development
and Planning Dept.**PUBLIC HEARING OR MEETING DATE:** December 13, 2023**SUBJECT:**

Change of Zone request on ± 17.3 acres from Agricultural (A-1) to General Business (B-2). The applicant would like to construct a 102,500 square foot BJ's Wholesale Club with associated 8 island fueling station at 900 Duanesburg Road (Tax Map No. 57-3-7.112), and 2,000 square foot retail building with associated drive thru at 880 Duanesburg Road (Tax Map No. 57.7-1-1.2).

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: Joanne SchillaciTitle: Zoning OfficerAddress: 1100 Sunrise Blvd., Schenectady, New York 12306E-mail: jschillaci@rotterdamny.orgPhone: 518-355-7575 ext. 332Joanne Schillaci

Signature

Date: 11/1/23



PLANNING & ZONING COORDINATION REFERRAL

Case No. R-16-23Applicant GDP Ville Rotterdam, LLCReferring Officer Joanne SchillaciMunicipality Rotterdam

Considerations: Regarding a 17.3 acre vacant parcel, requesting a change in zone from Agricultural (A-1) to General Business (B-2) to construct a 102,500 SF BJ's Wholesale Club with 16 fuel pumps and a 2,000 SF retail building with drive thru. Located on the northeasterly corner of the I-88 access ramp and Duanesburg Road (SR 7) intersection. Access is proposed to SR 7. Municipal water and individual septic is proposed.

RECOMMENDATION

Receipt of zoning referral is acknowledged on November 9, 2023. 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.

11/20/23
Date

[Signature]
Ray Giffen, Commissioner
Economic Development and Planning



Thruway Authority

KATHY HOCHUL
Governor

JOANNE M. MAHONEY
Chair

FRANK G. HOARE
Acting Executive Director

November 29, 2023

Peter Comenzo, Senior Planner
Department of Public Works
John F. Kirvin Government Center
1100 Sunrise Blvd.
Rotterdam, NY 12306

RECEIVED

DEC 04 2023

**TOWN OF ROTTERDAM
PUBLIC WORKS**

Re: Town of Rotterdam – SEQRA Lead Agency Status

Change of Zoning Request from Agricultural to General Business – 880 and 900 Duaneburg Road, Rotterdam, NY

Dear Mr. Comenzo:

The New York State Thruway Authority (Authority) concurs with the Town of Rotterdam's request to serve as the Lead Agency for State Environmental Quality Review Act for the above referenced Project.

The Town provided the Authority the available project information, for which we have the following comments:

The Stormwater Pollution and Prevention Plan for the project must be developed in accordance with the NYS DEC's Stormwater Management Design Manual and demonstrate no additional stormwater will be directed to the NYSTA right of way. The existing drainage patterns should remain.

The Authority appreciates being involved in the design development for this proposal to ensure there will be no adverse impacts to the Thruway system. The Authority will be providing comments on any subsequent design plans or other information, once available. Please submit any future correspondence directly to: Gary Raylinsky, Gary.Ralinsky@thruway.ny.gov

Sincerely,


Phil Serafino, Director
Albany Division

Peter Comenzo

From: Wendy Holsberger <wholsberger@VHB.com>
Sent: Wednesday, December 13, 2023 3:39 PM
To: Peter Comenzo; Ryan Trunko (rtrunko@gpinet.com); Michael Wieszchowski (mwieszchowski@gpinet.com)
Cc: Alanna Moran; Tiffany Marsh; mslevin@slevinlawfirm.com; Luigi Palleschi
Subject: FW: [External] RE: BJ's Wholesale Club - Rotterdam
Attachments: 22286.00 Traffic Evaluation Rotterdam Retail.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Peter and GPI team- Please see the below message from NYSDOT regarding their review of the traffic study and conceptual approval of the site access with a modification to a single lane exiting the site.

Please let us know if you have questions.

Wendy



Wendy Holsberger, PE, PTOE
Managing Director, Long Island & Albany



P 518.389.3638
M 518.257.0427
www.vhb.com

100 Motor Parkway
Suite 350
Hauppauge NY 11788-5120

RECEIVED

DEC 13 2023

**TOWN OF ROTTERDAM
PUBLIC WORKS**

This communication and any attachments to this are confidential and intended only for the recipient(s). Any other use, dissemination, copying, or disclosure of this communication is strictly prohibited. If you have received this communication in error, please notify us and destroy it immediately. VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. is not responsible for any undetectable alteration, transmission error, conversion, media degradation, software error, or interference with this transmission.

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. | info@vhb.com

From: Tedesco, Gaetano (DOT) <Gaetano.Tedesco@dot.ny.gov>
Sent: Wednesday, December 13, 2023 2:53 PM
To: Alanna Moran <amoran@VHB.com>
Cc: Wendy Holsberger <wholsberger@VHB.com>
Subject: [External] RE: BJ's Wholesale Club - Rotterdam

Alanna-

After our review of the of the attached Traffic Evaluation for the proposed BJ's Wholesale we conceptual approve of a single full access driveway location. The methodology, trip generation estimates, and trip distribution percentages seem reasonable. We agree with the conclusions of the study that the proposed development will not have a significant impact on the surrounding highway system and that minimal mitigation is required. One change we would like to see is a single exit lane rather than two lanes exiting the site.

We agree that the vegetation along the site frontage should be cleared and maintained a minimum of 14.5 feet back from the travel way to maintain good sight lines.

We approve the conceptual plan and are good with moving on to Stage 2 of the PERM 33-com.

Please feel free to reach out if you have any questions.

Thanks

Guy

Gaetano Tedesco, P.E.

Regional Permit Engineer, Region 1

New York State Department of Transportation

Region One – Traffic

50 Wolf Rd., Albany, NY 12232

(518) 457-9934 | Gaetano.Tedesco@dot.ny.gov

From: Alanna Moran <amoran@VHB.com>
Sent: Thursday, November 9, 2023 7:42 PM
To: Tedesco, Gaetano (DOT) <Gaetano.Tedesco@dot.ny.gov>
Cc: Wendy Holsberger <wholsberger@VHB.com>
Subject: BJ's Wholesale Club - Rotterdam

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Guy,

Attached are the traffic evaluation and stage 1 of the Perm 33-COM for the proposed BJ's Wholesale Club with fueling positions located in the northeast quadrant of the Rt 7 (Duanesburg Rd)/I-88 access intersection in the Town of Rotterdam. The project includes a roughly 100ksf BJ's, 16 fueling positions, and a 2.2ksf outparcel for a coffee shop or quick serve restaurant. We looked at the weekday AM and PM and Saturday midday peak hours for analysis. A few things to note:

- The Town has hired GPI as a third party reviewer for the site SEQR and traffic analysis.
- The site will be served by a single full access driveway. Per VHB recommendations, the driveway was moved as far east as practicable while still providing good on-site circulation prior to submission to the Town.
- The analysis includes a queue evaluation to review potential interactions between the I-88 access signal controlled intersection and the proposed site driveway.
- The site driveway approach is recommended to provide two lanes exiting (left-turn lane and right-turn lane) and one lane entering. Rt 7 in front of the site provides one lane eastbound, one lane westbound, and a center two-way left-turn lane.
- The project requires a zoning change. The Town Board zoning change public hearing is scheduled for December 13. We expect comments from GPI prior to the 13th.
- We hope for a positive recommendation from the Town Board to be in front of the planning board mid-January.

Feel free to reach out with any questions. I expect that you'll need to run this through the signals group since the site driveway is about 700 feet east of the existing Rt 7/I-88 Access intersection. Happy to sit down and discuss the project with the Town, GPI, and NYSDOT.

Thanks,



Alanna Moran, PE
Senior Traffic Project Manager
Albany Office
Licensed in NY



P 518.389.3639

M 518.321.1319

www.vhb.com

100 Great Oaks Boulevard

Suite 118

Albany NY 12203-7924

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VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. | info@vhb.com



United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov



RECEIVED

October 16, 2023

DEC 13 2023

TOWN OF ROTTERDAM
PUBLIC WORKS

In Reply Refer To:

Project code: 2024-0005047

Project Name: 900 & 880 Duanesburg Road

Federal Action Agency (if applicable):

Subject: Record of project representative's no effect determination for '900 & 880 Duanesburg Road'

Dear Jackie Pitts:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on October 16, 2023, for '900 & 880 Duanesburg Road' (here forward, Project). This project has been assigned Project Code 2024-0005047 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (Dkey), invalidates this letter. **Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.**

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis, your project has reached the determination of "No Effect" on the northern long-eared bat. To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed

action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Monarch Butterfly *Danaus plexippus* Candidate

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

Based upon your IPaC submission, your project has reached the determination of "No Effect" on the northern long-eared bat. If there are no updates on listed species, no further consultation/coordination for this project is required with respect to the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the New York Ecological Services Field Office and reference Project Code 2024-0005047 associated with this Project.

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

900 & 880 Duanesburg Road

2. Description

The following description was provided for the project '900 & 880 Duanesburg Road':

The proposed project includes a commercial development of BJ's Wholesale Club, with a fueling station plaza, a proposed drive-thru restaurant, associated travel lanes, parking areas, stormwater management areas, with associated utility installation.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.784240249999996,-74.02447231105904,14z>



DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the Endangered northern long-eared bat (*Myotis septentrionalis*). Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

No

2. The proposed action does not intersect an area where the northern long-eared bat is likely to occur, based on the information available to U.S. Fish and Wildlife Service as of the most recent update of this key. If you have data that indicates that northern long-eared bats are likely to be present in the action area, answer "NO" and continue through the key.

Do you want to make a no effect determination?

Yes

PROJECT QUESTIONNAIRE

DRAFT

10/16/2023

IPaC Record Locator: 349-133343414

6

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Jackie Pitts
Address: 988 Route 146
City: Clifton Park
State: NY
Zip: 12065
Email: jpitts@gvglandsurveyors.com
Phone: 5183830634

DRAFT

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

November 30, 2023

Jackie Pitts
Gilbert VanGuilder Land Surveyor, PLLC
988 Route 146
Clifton Park, NY 12065

RECEIVED**DEC 13 2023****TOWN OF ROTTERDAM
PUBLIC WORKS**

Re: 900 & 880 Duanesburg Rd Development
County: Schenectady Town/City: Rotterdam

Dear Jackie Pitts:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 4 Office, Division of Environmental Permits, at dep.r4@dec.ny.gov.

Sincerely,



Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program



Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MICHAEL G. ARTHUR, P.E.
Regional Director

December 15, 2023

Mr. Peter Comenzo, Planner
Town of Rotterdam
Department of Public Works
1100 Sunrise Boulevard
Rotterdam, NY 12306

RECEIVED

DEC 19 2023

**TOWN OF ROTTERDAM
PUBLIC WORKS**

Re: SEQR: N/A
Rotterdam BJ's Wholesale Club
Property Address Line 1
Property Address Line 2

Dear Mr. Comenzo:

The New York State Department of Transportation has reviewed the SEQR documentation received per the correspondence dated **November 9, 2023**, and offers the following:

1. The NYSDOT acknowledges the **Town of Rotterdam Planning Board** will be designated as the Lead Agency for this environmental review. NYSDOT believes we are an **Involved** agency under SEQR.
2. The Town's 2022 Comprehensive plan considers Routes 7 and Interstate 88 "key transportation corridors", which the proposed project abuts. Given the sprawl development patterns on the western side of Interstate 90 in the town, further development in the area is expected and with that, additional users on state-maintained roads. The Comprehensive Plan further recognizes that the Route 7 corridor "lacks continuous pedestrian infrastructure". It is acknowledged that the egress location was moved further east to accommodate the turning lane onto Becker Road to access Interstate 88 from a previously submitted site plan in August 2023, but would suggest it be moved further east for improved site line given the volume of traffic and turning lane location.

The proposed large commercial development and zoning change abuts the State Right of Way on multiple sides. Given the hydrology in the area the site is within the Municipal Separate Storm Sewer System (MS4) in a corridor prone to flooding. With three streams in the area and a culvert, storm water runoff inundating the roads and culvert is a concern. We suggest maximizing bioretention basins wherever possible, as appropriate.

3. It should be noted there are several CDTA bus stops serving the 351 route less than a mile east on Route 7. Additional pedestrian and bicycle users from the numerous housing developments, Middle and High School, and library neighboring the site should also be considered. The site plan includes an unspecified restaurant with drive through, which could potentially be a large draw for younger bicycle/pedestrian users given that the Middle and High School is across the street from the proposed development. It suggested that a signalized crosswalk be placed at the entrance to the Middle and Highschool across Route 7 installed and sidewalk from the crosswalk/School to the BJs and proposed restaurant with drive through to accommodate pedestrians.

As the area has sparse bicycle and pedestrian facilities, any future development should consider implementing bicycle and pedestrian facilities as well as consider formally adopting Complete Streets policies to better accommodate and plan for bicycle and pedestrian users, improving linkages between community generators and fostering multimodal transportation options. It is also suggested that cross access easements to consolidate future curb cuts for future developments be considered in this corridor.

4. NYSDOT has received the site plans, SEQR application, and zoning change application.
5. Please note that NYSDOT does not allow new development to discharge stormwater into the highway stormwater management system.
6. A NYSDOT Highway Work Permit (PERM 33-com) will be necessary for any work within the State right-of-way along Route 7.
7. In anticipation of the Highway Work Permit, a Traffic Impact Study may be required.
8. A PERM 32 NYSDOT permit application will be required for any utility work in the NYSDOT right-of-way. Please submit documentation the Town will take ownership of any proposed utilities in NYSDOT right-of-way.

If you have any questions pertaining to the Utility Permit process or requirements, please contact Matt Haggerty at Matt.Haggerty@dot.ny.gov or (518) 461-3669. For questions about the Highway Work Permit process and requirements, contact Guy Tedesco, Regional Permit Engineer (Gaetano.Tedesco@dot.ny.gov or 518-457-9934).

Sincerely,



Robert E. Rice Jr, P.E.
Regional Program and Planning Manager

cc: Guy Tedesco, Region 1 Traffic
Matt Haggerty, Region 1 Construction
Chad Corbett, Region 1 Schenectady County
Tanya Thorne, Region 1 Design



Schalmont
CENTRAL SCHOOL DISTRICT

District Office

4 Sabre Drive, Schenectady, NY 12306
Phone: 518-355-9200 | Fax: 518-355-9203

Dr. Thomas B. Reardon, *Superintendent of Schools*, Ext. 4001

October 17, 2024

Rotterdam Planning/Town Board
C/O Mr. Peter Comenzo
1100 Sunrise Boulevard
Schenectady, NY 12306

RECEIVED

OCT 23 2024

TOWN OF ROTTERDAM
PUBLIC WORKS

Dear Mr. Comenzo:

Thank you for your diligence by involving the Schalmont Central School District in the planning phase for the potential construction of the BJ's Wholesale Club and any businesses associated with the construct of this plaza.

As discussed, we are fully supportive of progress and commerce, but, with a campus of 1100 students and almost 200 staff literally "down the road" from this proposed complex, we do anticipate pedestrian traffic going to and from school to maximize the offerings in these buildings (particularly the proposed fast food restaurant).

In recognition that these structures will draw walking traffic, we respectfully request those parties involved in the approval/construction of this plaza consider the following:

- + The installation of sidewalks from the plaza to the Schalmont Central School District secondary campus, which will allow for safe walking of students and staff who might leave and return to the campus during regular and off-school hours.
- + A clear, lighted crosswalk that would allow for individuals to safely cross Route 7 to the side of the plaza should they choose to walk.
- + Appropriate signage/flashing lights to remind vehicles (especially trucks) that might be traveling to this new establishment that they are within close proximity to school, and should drive as they would whenever they are in close proximity to a school zone.

If you have any further questions, please don't hesitate to let me know. Once again, we appreciate the input.

Sincerely,

A handwritten signature in blue ink, appearing to be 'T. Reardon'.

Dr. Thomas B. Reardon, Ed.D.
Superintendent of Schools



Department of Transportation

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

MICHAEL G. ARTHUR, P.E.
Regional Director

May 22, 2024

Mr. Peter Comenzo
Town of Rotterdam
1100 Sunrise Blvd.
Rotterdam, NY 12306

**Re: BJ's Wholesale
900 & 880 Duanesburg Road
Town of Rotterdam
Schenectady Co.**

Dear Mr. Comenzo:

As I'm sure you're aware the Department is in the process of working with VHB to secure a Perm 33-com for access to the proposed BJ's site along Duanesburg Road (Route 7). At this point the proposed site plans are under detailed review with the Department. Once our review is completed and all comments have been addressed, we see no major issues that will deter us from issuing a permit.

As the Department has been made aware the permit is on the critical path for obtaining a building permit through the Town, we would like to ask that you accept this letter in the interim until the permit has been issued so that the building permit will not be held up.

Please contact me if you have any questions or would like to discuss this further.

Sincerely,

A handwritten signature in black ink, appearing to read "Guy Tedesco", written over a large, faint, diagonal watermark that says "DRAFT".

Guy Tedesco, P.E.
Regional Permit Engineer

Cc: File
W. Holsberger – VHB
A. Moran - VHB



**New York State
Parks, Recreation and
Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

October 16, 2023

David Moyer
Birchwood Archaeological Services, Inc.
131 Marion Avenue
PO Box 333
Gilbertsville, NY 13776

Re: DEC
BJ's Wholesale Club Development
900 Duanesburg Rd, Rotterdam, NY 12306
23PR08371

Dear David Moyer:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials 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 Division for Historic Preservation 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. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6NYCRR Part 617).

OPRHP has reviewed the Phase I Archaeological Survey Report prepared for this project (September 2023; 23SR00553). No archaeological sites were identified by the survey. Therefore, it is the opinion of the 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 you have any questions, I can be reached at Jessica.Schreyer@parks.ny.gov.

Sincerely,

Jessica Schreyer
Historic Preservation Program Analyst - Archaeologist



United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov



In Reply Refer To:
Project code: 2024-0005047
Project Name: 900 & 880 Duanesburg Road

October 16, 2023

Federal Action Agency (if applicable):

Subject: Record of project representative's no effect determination for '900 & 880 Duanesburg Road'

Dear Jackie Pitts:

This letter records your determination using the Information for Planning and Consultation (IPaC) system provided to the U.S. Fish and Wildlife Service (Service) on October 16, 2023, for '900 & 880 Duanesburg Road' (here forward, Project). This project has been assigned Project Code 2024-0005047 and all future correspondence should clearly reference this number. **Please carefully review this letter.**

Ensuring Accurate Determinations When Using IPaC

The Service developed the IPaC system and associated species' determination keys in accordance with the Endangered Species Act of 1973 (ESA; 87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and based on a standing analysis. All information submitted by the Project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in IPaC or the Northern Long-eared Bat Rangewide Determination Key (Dkey), invalidates this letter. ***Answers to certain questions in the DKey commit the project proponent to implementation of conservation measures that must be followed for the ESA determination to remain valid.***

Determination for the Northern Long-Eared Bat

Based upon your IPaC submission and a standing analysis, your project has reached the determination of "No Effect" on the northern long-eared bat. To make a no effect determination, the full scope of the proposed project implementation (action) should not have any effects (either positive or negative), to a federally listed species or designated critical habitat. Effects of the action are all consequences to listed species or critical habitat that are caused by the proposed

10/16/2023

IPaC Record Locator: 349-133343414

2

action, including the consequences of other activities that are caused by the proposed action. A consequence is caused by the proposed action if it would not occur but for the proposed action and it is reasonably certain to occur. Effects of the action may occur later in time and may include consequences occurring outside the immediate area involved in the action. (See § 402.17).

Under Section 7 of the ESA, if a federal action agency makes a no effect determination, no consultation with the Service is required (ESA §7). If a proposed Federal action may affect a listed species or designated critical habitat, formal consultation is required except when the Service concurs, in writing, that a proposed action "is not likely to adversely affect" listed species or designated critical habitat [50 CFR §402.02, 50 CFR§402.13].

Other Species and Critical Habitat that May be Present in the Action Area

The IPaC-assisted determination for the northern long-eared bat does not apply to the following ESA-protected species and/or critical habitat that also may occur in your Action area:

- Monarch Butterfly *Danaus plexippus* Candidate

You may coordinate with our Office to determine whether the Action may affect the animal species listed above and, if so, how they may be affected.

Next Steps

Based upon your IPaC submission, your project has reached the determination of "No Effect" on the northern long-eared bat. If there are no updates on listed species, no further consultation/coordination for this project is required with respect to the northern long-eared bat. However, the Service recommends that project proponents re-evaluate the Project in IPaC if: 1) the scope, timing, duration, or location of the Project changes (includes any project changes or amendments); 2) new information reveals the Project may impact (positively or negatively) federally listed species or designated critical habitat; or 3) a new species is listed, or critical habitat designated. If any of the above conditions occurs, additional coordination with the Service should take place to ensure compliance with the Act.

If you have any questions regarding this letter or need further assistance, please contact the New York Ecological Services Field Office and reference Project Code 2024-0005047 associated with this Project.

10/16/2023

IPaC Record Locator: 349-133343414

3

Action Description

You provided to IPaC the following name and description for the subject Action.

1. Name

900 & 880 Duanesburg Road

2. Description

The following description was provided for the project '900 & 880 Duanesburg Road':

The proposed project includes a commercial development of BJ's Wholesale Club, with a fueling station plaza, a proposed drive-thru restaurant, associated travel lanes, parking areas, stormwater management areas, with associated utility installation.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.784240249999996,-74.02447231105904,14z>



10/16/2023

IPaC Record Locator: 349-133343414

4

DETERMINATION KEY RESULT

Based on the information you provided, you have determined that the Proposed Action will have no effect on the Endangered northern long-eared bat (*Myotis septentrionalis*). Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for those species.

QUALIFICATION INTERVIEW

1. Does the proposed project include, or is it reasonably certain to cause, intentional take of the northern long-eared bat or any other listed species?

Note: Intentional take is defined as take that is the intended result of a project. Intentional take could refer to research, direct species management, surveys, and/or studies that include intentional handling/encountering, harassment, collection, or capturing of any individual of a federally listed threatened, endangered or proposed species?

No

2. The proposed action does not intersect an area where the northern long-eared bat is likely to occur, based on the information available to U.S. Fish and Wildlife Service as of the most recent update of this key. If you have data that indicates that northern long-eared bats are likely to be present in the action area, answer "NO" and continue through the key.

Do you want to make a no effect determination?

Yes

PROJECT QUESTIONNAIRE

DRAFT

10/16/2023

IPaC Record Locator: 349-133343414

6

IPAC USER CONTACT INFORMATION

Agency: Private Entity

Name: Jackie Pitts

Address: 988 Route 146

City: Clifton Park

State: NY

Zip: 12065

Email: jpitts@gvglandsurveyors.com

Phone: 5183830634

RESOLUTION NO. 447.24

TO ENACT LOCAL LAW NO. 24 OF 2024; TO AMEND CHAPTER 270, ZONING, OF THE TOWN CODE, RELATING TO A CHANGE OF ZONE REQUEST ON ±17.3 ACRES FROM AGRICULTURAL (A-1) TO GENERAL BUSINESS (B-2) LOCATED AT 900 & 880 DUANESBURG ROAD

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. 24 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 November 26, 2024.

DATED: November 26, 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: November 22, 2024
TO: Mollie Collins, Town Supervisor
FROM: Peter Comenzo – Senior Planner *PC*
TITLE OF REQUEST: Change of Zone request on ± 17.3 acres from Agricultural (A-1) to General Business (B-2).
TOWN BOARD MEETING: November 26, 2024

Background Information:

Owner: Flying J, Inc.
185 S. State Street, Suite 1300
Salt Lake City, Utah 84111

Applicant: GDPL Ville Rotterdam, LLC
145 Otterkill Road
Mountainville, NY 10953

Change of Zone request on ± 17.3 acres from Agricultural (A-1) to General Business (B-2). The applicant would like to construct a 102,500 square foot BJ's Wholesale Club with associated 8 island fueling station at 900 Duanesburg Road (Tax Map No. 57-3-7.112), and 2,000 square foot retail building with associated drive thru at 880 Duanesburg Road (Tax Map No. 57.7-1-1.2). Consideration also given to the related application for Special Permits and Site Plan Review and Water District Extension.

Evaluation/Analysis:

Planning Commission issued a positive recommendation on September 19, 2023 on the Change of Zone request. Town Board held a public hearing on December 13, 2023 and closed the hearing at this meeting. Since that time, the applicant has been conducting environmental studies and analysis in order to complete the SEQR process so the Town Board would be in position to completed the review process and make a decision.

Recommendation(s):

Town Board make a decision on the request once SEQR has been completed.

Attachment/Document(s):

Application Materials
Planning Commission Report and Recommendation
Schenectady County 239-m Referral

Compliance with Purchasing Policy:

N/A

Effect(s) on Existing Law(s):

NYS Town Law Article 16
Proposed Local Law of the Year 2023

LEGISLATION WILL BE PREPARED BY:

Supervisors Office

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. 24 of the year 20²⁴

A local law To amend Chapter 270, Zoning, of the Town Code, relating to a change of zone request

(Insert Title)

on ±17.3 acres from Agricultural (A-1) to General Business (B-2) located at

900 & 880 Duanesburg Road.

Be it enacted by the 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. 24 of 2024 of the ~~(County)(City)(Town)(Village)~~ of Rotterdam was duly passed by the Town Board on November 26 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 _____ 2024, in accordance with 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

Date: _____

(Seal)



TOWN OF ROTTERDAM CHANGE OF ZONE APPLICATION

Application Fee \$1,000

Existing Zone Classification: A-1 Agricultural

Proposed Zone Classification: B-2 General Business

**PART II
 GENERAL INFORMATION**

Legal Owner's Name: Flying J, Inc. (AKA FJ Management, Inc.)
Mailing Address: 185 S State Street, Suite 1300
City: Salt Lake City **State:** Utah **Zip:** 84111
Daytime Phone: _____ **E-mail:** _____

If applicant is not the owner, include written owner authorization for the below-designated contact to serve as representative.

Owner's Designated Contact: Luigi A. Palleschi, P.E., ABD Engineers & Surveyors, LLP

Mailing Address: 411 Union Street
City: Schenectady **State:** NY **Zip:** 12305
Daytime Phone: 518-377-0315 **E-mail:** luigi@abdeng.com
Project/Proposal Site Area: (Acres or sq. ft.) 17.3± Acres
Assessor Tax Parcel No.(s) of Site: 57-3-7.112 & 57.7-1-1.2
Adjacent Parcels Owned or Controlled and Tax Map Parcel No: (Acres or sq. ft.) N/A

Street Address of Proposed Site (if any): 900 and 880 Duanesburg Road (NYS Route 7)

Describe Existing Use(s) on Proposed Site: (commercial vacant, residential, buildings, well, sewer drainfield, etc.)

The land previously contained a barn structure. The remainder of the land (two parcels) is vacant.

School District: Schalmont

Fire District: 6

Water Supply: Rotterdam

LEGAL INFORMATION

Location of Proposal Site: (General description by which direction and how far from roads and intersections and other community features)

On NYS Route 7 just east of I-88 on ramp.

Name of Public Road(s) Providing Access: NYS Route 7

Width of Property Fronting on the Existing Public Road in Linear Feet: 700±

Does the Proposal Have Access to an Arterial or Planned Arterial?

☒ Yes () No

Name(s) of Arterial Road(s): NYS Route 7 - Duanesburg Road

A legal description of the proposed site must be attached:

(X) Yes () No

A copy of the assessor's map of the proposed site must be attached:

(X) Yes ☒ No

A copy of the most current deed(s) of the proposed site must be attached:

(X) Yes () No

(All applications must contain a legal description that describes the exterior boundaries of the entire area to be rezoned. Please include the legal description for the entire area to be rezoned and also a copy of the assessor's map. A simple copy of the deed is not sufficient to process the change of zone request).

If you do not hold title to property, what is your interest in it? Contract Vendee

What factors support this rezone? (This may be provided on a separate sheet of paper if necessary)

The site fronts on NYS Route 7, which is a commercial corridor and is not suitable for agricultural use or those residential uses that are allowed. The site has access to water, gas, and other utilities. No public sewer available at this time so onsite septic system will be needed.

Does any City officer, employee or family member thereof have a financial interest (as defined by General Municipal Law Section 809) in this application? YES _____ NO X . If yes, a statement disclosing the name, residence, nature and extent of this interest must be filed with this application.

UTILITIES

Proposed Source of Water:

() Individual Wells (X) Public System () Private Community System
() Other, please describe _____

Proposed Means of Sewage Disposal:

() Public Sewer () Dry Sewer () Community System (X)
Septic Tank & Leachfield () Other, please describe _____

PART III

SURVEYOR/ARCHITECT/ENGINEER VERIFICATION

I, the undersigned, a licensed land surveyor, architect, and/or engineer, have completed the information requested. The legal description has been prepared by me or under my supervision in accordance with the requirements of the Town of Rotterdam regulations and the laws of the State of New York.

Signed: [Signature]
Address: 411 Union Street, Schenectady, NY

Date: July 25, 2023
Phone: 518-377-0315
Zip: 12305

PLEASE AFFIX SURVEYOR/ARCHITECT/ENGINEER SEAL HERE



LEGAL OWNER SIGNATURE

(Signature of legal owner or representative as authorized by legal owner)

I, the undersigned, swear or affirm under penalty of perjury that the above responses are made truthfully and to the best of my knowledge.

I further swear or affirm that I am the owner of record of the area proposed for the previously identified land use action, or, if not the owner, attached herewith is written permission from the owner authorizing my actions on his/her behalf.

Name: Flying J, Inc.
 Address: 185 S State Street, Suite 1300
Salt Lake City, UT

Date: _____
 Phone: _____
 Zip: 84111

Cheryl W. Jones
 Signature of applicant or representative

July 25, 2023
 Date

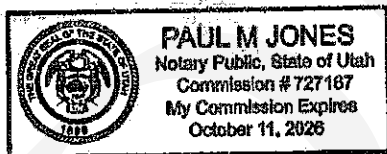
NOTARY

STATE OF NEW YORK) ss:
 COUNTY OF _____)

SUBSCRIBED AND SWORN to before me this 26 day of July, 2023

NOTARY SEAL

[Signature]
 Notary Signature



Utah
 Notary Public in and for the State of ~~New York~~
 Residing at: Cottonwood Heights, UT
 My appointment expires: 10/11/2026

PLEASE AFFIX NOTARY SEAL HERE

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

LETTER FROM PROPERTY OWNER GRANTING AUTHORIZATION TO ACT

A COPY OF THIS LETTER MUST BE SUBMITTED FOR EACH PROPERTY OWNER
INVOLVED

I, Flying J, Inc., being duly sworn declare that I am the

(PROPERTY OWNER)

owner of the property involved in a proposed change of zone application request before the
Town of Rotterdam for property known as parcel number (s):

Tax Parcel Number(s): 57-3-7.112 & 57.7-1-1.2

I hereby grant Luigi A. Palleschi, P.E., ABD Engineers & Surveyors, LLC and/or their agent(s) to act on my behalf.

I further declare that all statements, answers, and information herein submitted is in all respects true and
correct to the best of my knowledge and belief.

Signature (Authorized Representative):

Date:

July 26, 2023

NOTARY

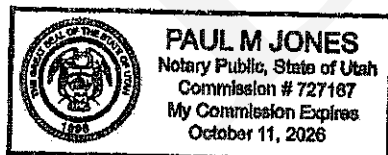
STATE OF NEW YORK) ss:

COUNTY OF _____

SUBSCRIBED AND SWORN to before me this 26th day of July, 2023

NOTARY SEAL

Notary Signature



Notary Public in and for the State of Utah

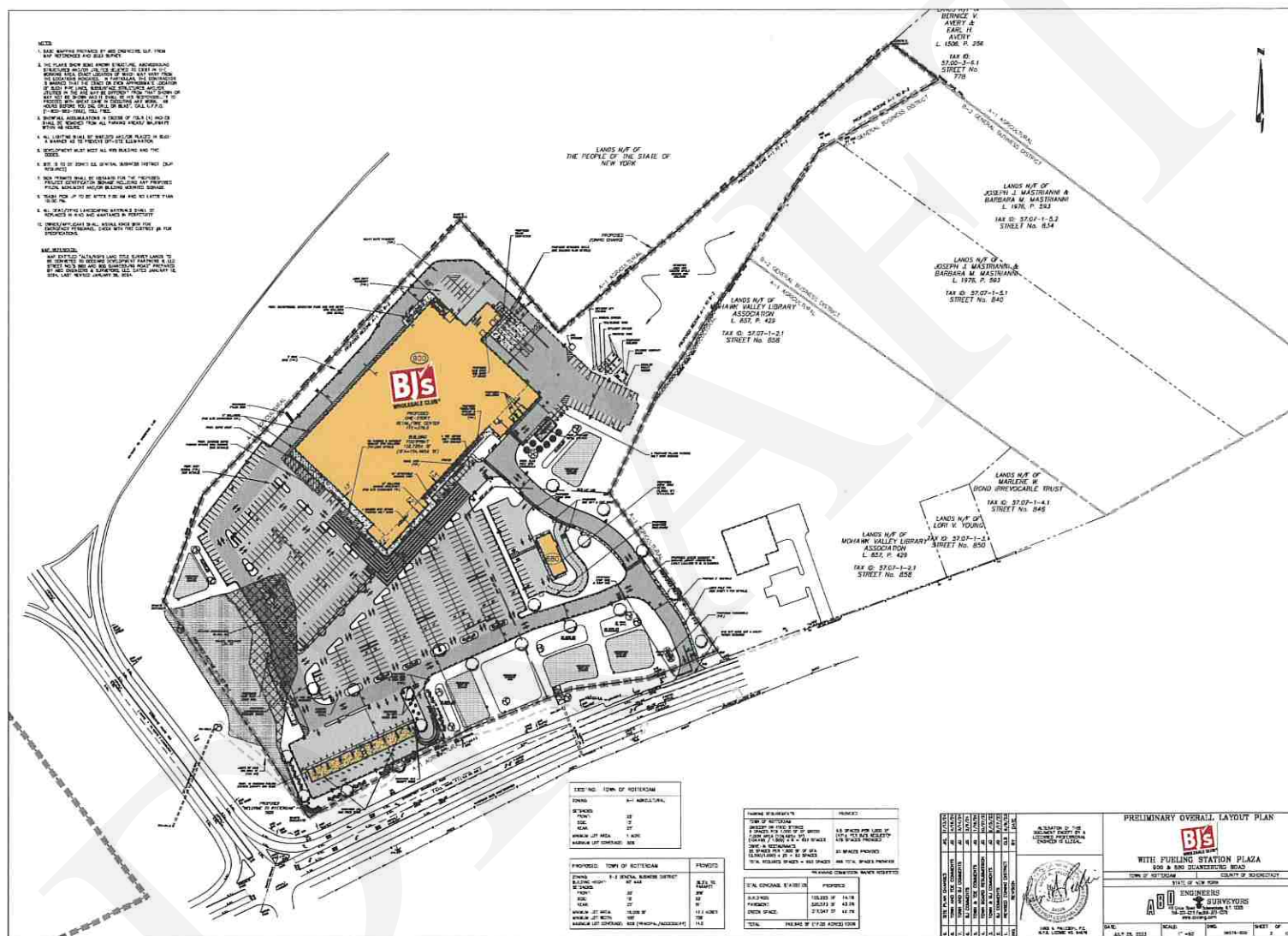
Residing at:

My appointment expires:

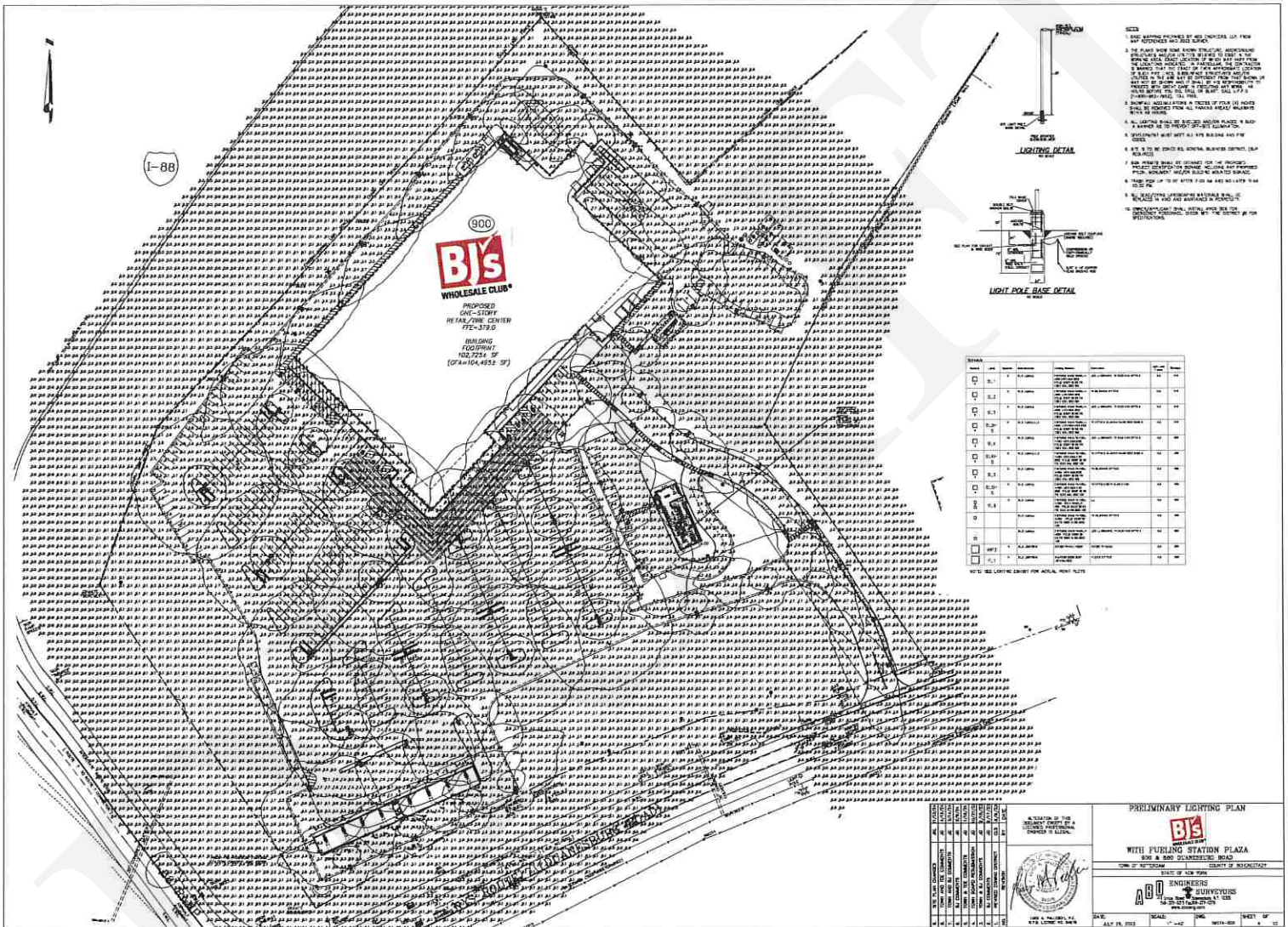
Cottonwood Heights, UT
10/11/2026

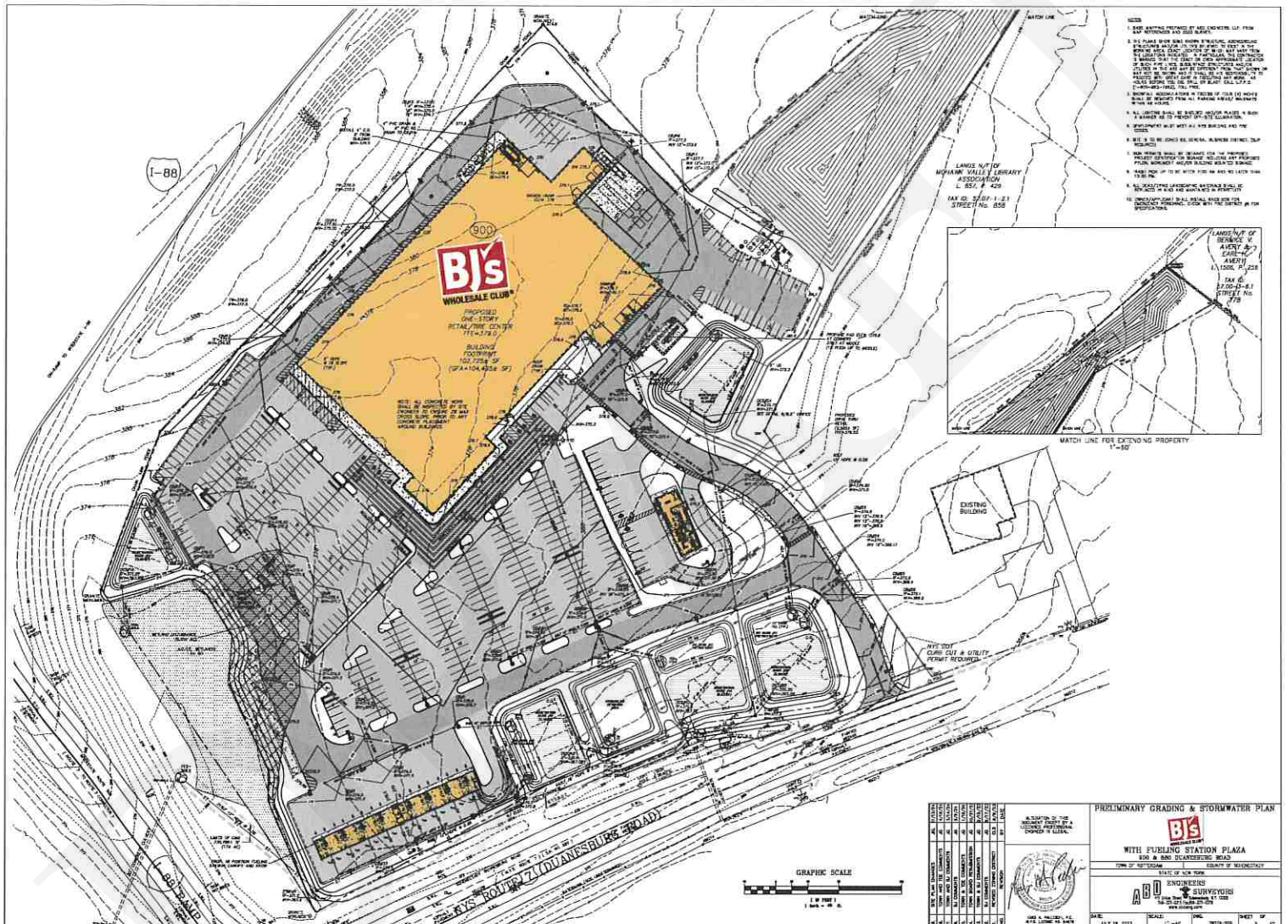
DESCRIPTION OF LAND
PROPOSED ZONE CHANGE

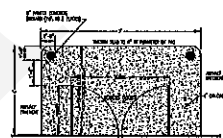
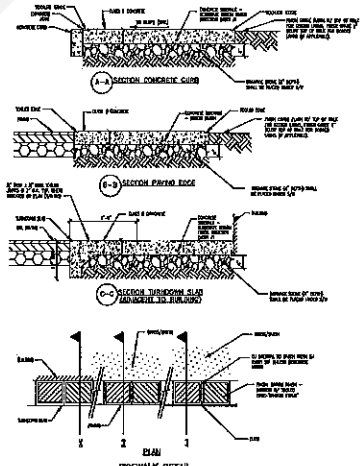
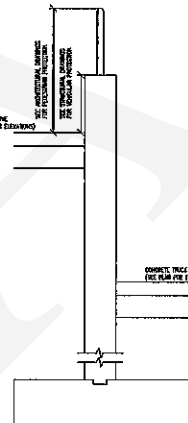
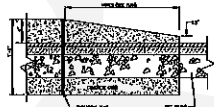
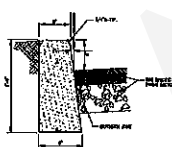
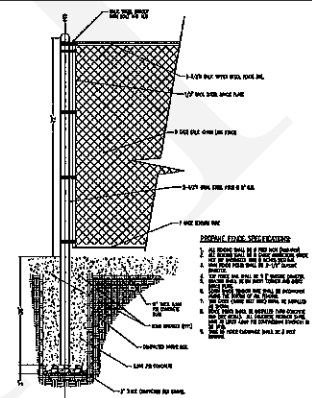
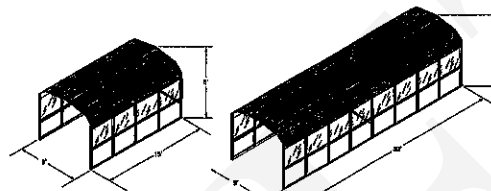
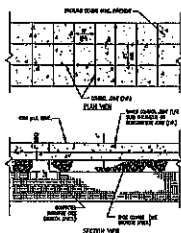
BEGINNING at a point in the northerly highway boundary of the Schenectady/Duanesburg state highway at its intersection with the division line between Lands Now or Formerly of Collier as described in Liber 1068 of Deeds at Page 832 on the east and Lands herein described on the west; thence running westerly along said northerly highway boundary of the Schenectady/Duanesburg state highway 716 Feet more or less to a point in the southeasterly highway boundary of Route 7 to Route 7 connector; thence northerly, easterly, southerly and easterly 2,527 Feet more or less to a point in the division line between the Lands Now or Formerly of Avery as described in Liber 1506 of Deeds at Page 256 on the east and the herein described parcel on the west; thence along said division line 113 Feet more or less to a point at the northeasterly corner of Lands Now or Formerly of Mastrianni as described in Liber 608 of Deeds at Page 478; thence westerly and southwesterly 1,022 Feet more or less to a point; thence southerly 349 Feet more or less to a point in the aforementioned northerly highway boundary of the Schenectady/Duanesburg state highway; thence along said northerly highway boundary of the Schenectady/Duanesburg state highway 124 Feet more or less to the point and place of beginning and containing 17.3 acres of land more or less.











1	NAME OF VESSEL	2	TYPE OF VESSEL	3	DATE OF DEPARTURE	4	DATE OF ARRIVAL	5	NAME OF CAPTAIN	6	NAME OF MASTER	7	NAME OF FIRST OFFICER	8	NAME OF SECOND OFFICER	9	NAME OF THIRD OFFICER	10	NAME OF FOURTH OFFICER	11	NAME OF FIFTH OFFICER	12	NAME OF SIXTH OFFICER	13	NAME OF SEVENTH OFFICER	14	NAME OF EIGHTH OFFICER	15	NAME OF NINTH OFFICER	16	NAME OF TENTH OFFICER	17	NAME OF ELEVENTH OFFICER	18	NAME OF TWELFTH OFFICER	19	NAME OF THIRTEENTH OFFICER	20	NAME OF FOURTEENTH OFFICER	21	NAME OF FIFTEENTH OFFICER	22	NAME OF SIXTEENTH OFFICER	23	NAME OF SEVENTEENTH OFFICER	24	NAME OF EIGHTEENTH OFFICER	25	NAME OF NINETEENTH OFFICER	26	NAME OF TWENTIETH OFFICER	27	NAME OF TWENTY-FIRST OFFICER	28	NAME OF TWENTY-SECOND OFFICER	29	NAME OF TWENTY-THIRD OFFICER	30	NAME OF TWENTY-FOURTH OFFICER	31	NAME OF TWENTY-FIFTH OFFICER	32	NAME OF TWENTY-SIXTH OFFICER	33	NAME OF TWENTY-SEVENTH OFFICER	34	NAME OF TWENTY-EIGHTH OFFICER	35	NAME OF TWENTY-NINTH OFFICER	36	NAME OF THIRTIETH OFFICER	37	NAME OF THIRTY-FIRST OFFICER	38	NAME OF THIRTY-SECOND OFFICER	39	NAME OF THIRTY-THIRD OFFICER	40	NAME OF THIRTY-FOURTH OFFICER	41	NAME OF THIRTY-FIFTH OFFICER	42	NAME OF THIRTY-SIXTH OFFICER	43	NAME OF THIRTY-SEVENTH OFFICER	44	NAME OF THIRTY-EIGHTH OFFICER	45	NAME OF THIRTY-NINTH OFFICER	46	NAME OF FORTIETH OFFICER	47	NAME OF FORTY-FIRST OFFICER	48	NAME OF FORTY-SECOND OFFICER	49	NAME OF FORTY-THIRD OFFICER	50	NAME OF FORTY-FOURTH OFFICER	51	NAME OF FORTY-FIFTH OFFICER	52	NAME OF FORTY-SIXTH OFFICER	53	NAME OF FORTY-SEVENTH OFFICER	54	NAME OF FORTY-EIGHTH OFFICER	55	NAME OF FORTY-NINTH OFFICER	56	NAME OF FIFTIETH OFFICER	57	NAME OF FIFTY-FIRST OFFICER	58	NAME OF FIFTY-SECOND OFFICER	59	NAME OF FIFTY-THIRD OFFICER	60	NAME OF FIFTY-FOURTH OFFICER	61	NAME OF FIFTY-FIFTH OFFICER	62	NAME OF FIFTY-SIXTH OFFICER	63	NAME OF FIFTY-SEVENTH OFFICER	64	NAME OF FIFTY-EIGHTH OFFICER	65	NAME OF FIFTY-NINTH OFFICER	66	NAME OF SIXTIETH OFFICER	67	NAME OF SIXTY-FIRST OFFICER	68	NAME OF SIXTY-SECOND OFFICER	69	NAME OF SIXTY-THIRD OFFICER	70	NAME OF SIXTY-FOURTH OFFICER	71	NAME OF SIXTY-FIFTH OFFICER	72	NAME OF SIXTY-SIXTH OFFICER	73	NAME OF SIXTY-SEVENTH OFFICER	74	NAME OF SIXTY-EIGHTH OFFICER	75	NAME OF SIXTY-NINTH OFFICER	76	NAME OF SEVENTIETH OFFICER	77	NAME OF SEVENTY-FIRST OFFICER	78	NAME OF SEVENTY-SECOND OFFICER	79	NAME OF SEVENTY-THIRD OFFICER	80	NAME OF SEVENTY-FOURTH OFFICER	81	NAME OF SEVENTY-FIFTH OFFICER	82	NAME OF SEVENTY-SIXTH OFFICER	83	NAME OF SEVENTY-SEVENTH OFFICER	84	NAME OF SEVENTY-EIGHTH OFFICER	85	NAME OF SEVENTY-NINTH OFFICER	86	NAME OF EIGHTIETH OFFICER	87	NAME OF EIGHTY-FIRST OFFICER	88	NAME OF EIGHTY-SECOND OFFICER	89	NAME OF EIGHTY-THIRD OFFICER	90	NAME OF EIGHTY-FOURTH OFFICER	91	NAME OF EIGHTY-FIFTH OFFICER	92	NAME OF EIGHTY-SIXTH OFFICER	93	NAME OF EIGHTY-SEVENTH OFFICER	94	NAME OF EIGHTY-EIGHTH OFFICER	95	NAME OF EIGHTY-NINTH OFFICER	96	NAME OF NINETYETH OFFICER	97	NAME OF NINETY-FIRST OFFICER	98	NAME OF NINETY-SECOND OFFICER	99	NAME OF NINETY-THIRD OFFICER	100	NAME OF NINETY-FOURTH OFFICER	101	NAME OF NINETY-FIFTH OFFICER	102	NAME OF NINETY-SIXTH OFFICER	103	NAME OF NINETY-SEVENTH OFFICER	104	NAME OF NINETY-EIGHTH OFFICER	105	NAME OF NINETY-NINTH OFFICER	106	NAME OF HUNDRETH OFFICER	107	NAME OF HUNDRED-FIRST OFFICER	108	NAME OF HUNDRED-SECOND OFFICER	109	NAME OF HUNDRED-THIRD OFFICER	110	NAME OF HUNDRED-FOURTH OFFICER	111	NAME OF HUNDRED-FIFTH OFFICER	112	NAME OF HUNDRED-SIXTH OFFICER	113	NAME OF HUNDRED-SEVENTH OFFICER	114	NAME OF HUNDRED-EIGHTH OFFICER	115	NAME OF HUNDRED-NINTH OFFICER	116	NAME OF HUNDRED-TENTH OFFICER	117	NAME OF HUNDRED-ELEVENTH OFFICER	118	NAME OF HUNDRED-TWELFTH OFFICER	119	NAME OF HUNDRED-THIRTEENTH OFFICER	120	NAME OF HUNDRED-FOURTEENTH OFFICER	121	NAME OF HUNDRED-FIFTEENTH OFFICER	122	NAME OF HUNDRED-SIXTEENTH OFFICER	123	NAME OF HUNDRED-SEVENTEENTH OFFICER	124	NAME OF HUNDRED-EIGHTEENTH OFFICER	125	NAME OF HUNDRED-NINETEENTH OFFICER	126	NAME OF HUNDRED-TWENTY OFFICER	127	NAME OF HUNDRED-TWENTY-ONE OFFICER	128	NAME OF HUNDRED-TWENTY-TWO OFFICER	129	NAME OF HUNDRED-TWENTY-THREE OFFICER	130	NAME OF HUNDRED-TWENTY-FOUR OFFICER	131	NAME OF HUNDRED-TWENTY-FIVE OFFICER	132	NAME OF HUNDRED-TWENTY-SIX OFFICER	133	NAME OF HUNDRED-TWENTY-SEVEN OFFICER	134	NAME OF HUNDRED-TWENTY-EIGHT OFFICER	135	NAME OF HUNDRED-TWENTY-NINE OFFICER	136	NAME OF HUNDRED-THIRTY OFFICER	137	NAME OF HUNDRED-THIRTY-ONE OFFICER	138	NAME OF HUNDRED-THIRTY-TWO OFFICER	139	NAME OF HUNDRED-THIRTY-THREE OFFICER	140	NAME OF HUNDRED-THIRTY-FOUR OFFICER	141	NAME OF HUNDRED-THIRTY-FIVE OFFICER	142	NAME OF HUNDRED-THIRTY-SIX OFFICER	143	NAME OF HUNDRED-THIRTY-SEVEN OFFICER	144	NAME OF HUNDRED-THIRTY-EIGHT OFFICER	145	NAME OF HUNDRED-THIRTY-NINE OFFICER	146	NAME OF HUNDRED-FORTY OFFICER	147	NAME OF HUNDRED-FORTY-ONE OFFICER	148	NAME OF HUNDRED-FORTY-TWO OFFICER	149	NAME OF HUNDRED-FORTY-THREE OFFICER	150	NAME OF HUNDRED-FORTY-FOUR OFFICER	151	NAME OF HUNDRED-FORTY-FIVE OFFICER	152	NAME OF HUNDRED-FORTY-SIX OFFICER	153	NAME OF HUNDRED-FORTY-SEVEN OFFICER	154	NAME OF HUNDRED-FORTY-EIGHT OFFICER	155	NAME OF HUNDRED-FORTY-NINE OFFICER	156	NAME OF HUNDRED-FIFTY OFFICER	157	NAME OF HUNDRED-FIFTY-ONE OFFICER	158	NAME OF HUNDRED-FIFTY-TWO OFFICER	159	NAME OF HUNDRED-FIFTY-THREE OFFICER	160	NAME OF HUNDRED-FIFTY-FOUR OFFICER	161	NAME OF HUNDRED-FIFTY-FIVE OFFICER	162	NAME OF HUNDRED-FIFTY-SIX OFFICER	163	NAME OF HUNDRED-FIFTY-SEVEN OFFICER	164	NAME OF HUNDRED-FIFTY-EIGHT OFFICER	165	NAME OF HUNDRED-FIFTY-NINE OFFICER	166	NAME OF HUNDRED-SIXTY OFFICER	167	NAME OF HUNDRED-SIXTY-ONE OFFICER	168	NAME OF HUNDRED-SIXTY-TWO OFFICER	169	NAME OF HUNDRED-SIXTY-THREE OFFICER	170	NAME OF HUNDRED-SIXTY-FOUR OFFICER	171	NAME OF HUNDRED-SIXTY-FIVE OFFICER	172	NAME OF HUNDRED-SIXTY-SIX OFFICER	173	NAME OF HUNDRED-SIXTY-SEVEN OFFICER	174	NAME OF HUNDRED-SIXTY-EIGHT OFFICER	175	NAME OF HUNDRED-SIXTY-NINE OFFICER	176	NAME OF HUNDRED-SEVENTY OFFICER	177	NAME OF HUNDRED-SEVENTY-ONE OFFICER	178	NAME OF HUNDRED-SEVENTY-TWO OFFICER	179	NAME OF HUNDRED-SEVENTY-THREE OFFICER	180	NAME OF HUNDRED-SEVENTY-FOUR OFFICER	181	NAME OF HUNDRED-SEVENTY-FIVE OFFICER	182	NAME OF HUNDRED-SEVENTY-SIX OFFICER	183	NAME OF HUNDRED-SEVENTY-SEVEN OFFICER	184	NAME OF HUNDRED-SEVENTY-EIGHT OFFICER	185	NAME OF HUNDRED-SEVENTY-NINE OFFICER	186	NAME OF HUNDRED-EIGHTY OFFICER	187	NAME OF HUNDRED-EIGHTY-ONE OFFICER	188	NAME OF HUNDRED-EIGHTY-TWO OFFICER	189	NAME OF HUNDRED-EIGHTY-THREE OFFICER	190	NAME OF HUNDRED-EIGHTY-FOUR OFFICER	191	NAME OF HUNDRED-EIGHTY-FIVE OFFICER	192	NAME OF HUNDRED-EIGHTY-SIX OFFICER	193	NAME OF HUNDRED-EIGHTY-SEVEN OFFICER	194	NAME OF HUNDRED-EIGHTY-EIGHT OFFICER	195	NAME OF HUNDRED-EIGHTY-NINE OFFICER	196	NAME OF HUNDRED-NINETY OFFICER	197	NAME OF HUNDRED-NINETY-ONE OFFICER	198	NAME OF HUNDRED-NINETY-TWO OFFICER	199	NAME OF HUNDRED-NINETY-THREE OFFICER	200	NAME OF HUNDRED-NINETY-FOUR OFFICER	201	NAME OF HUNDRED-NINETY-FIVE OFFICER	202	NAME OF HUNDRED-NINETY-SIX OFFICER	203	NAME OF HUNDRED-NINETY-SEVEN OFFICER	204	NAME OF HUNDRED-NINETY-EIGHT OFFICER	205	NAME OF HUNDRED-NINETY-NINE OFFICER	206	NAME OF TWO HUNDRED OFFICER	207	NAME OF TWO HUNDRED-ONE OFFICER	208	NAME OF TWO HUNDRED-TWO OFFICER	209	NAME OF TWO HUNDRED-THREE OFFICER	210	NAME OF TWO HUNDRED-FOUR OFFICER	211	NAME OF TWO HUNDRED-FIVE OFFICER	212	NAME OF TWO HUNDRED-SIX OFFICER	213	NAME OF TWO HUNDRED-SEVEN OFFICER	214	NAME OF TWO HUNDRED-EIGHT OFFICER	215	NAME OF TWO HUNDRED-NINE OFFICER	216	NAME OF TWO HUNDRED-TENTH OFFICER	217	NAME OF TWO HUNDRED-ELEVENTH OFFICER	218	NAME OF TWO HUNDRED-TWELFTH OFFICER	219	NAME OF TWO HUNDRED-THIRTEENTH OFFICER	220	NAME OF TWO HUNDRED-FOURTEENTH OFFICER	221	NAME OF TWO HUNDRED-FIFTEENTH OFFICER	222	NAME OF TWO HUNDRED-SIXTEENTH OFFICER	223	NAME OF TWO HUNDRED-SEVENTEENTH OFFICER	224	NAME OF TWO HUNDRED-EIGHTEENTH OFFICER	225	NAME OF TWO HUNDRED-NINETEENTH OFFICER	226	NAME OF TWO HUNDRED-TWENTY OFFICER	227	NAME OF TWO HUNDRED-TWENTY-ONE OFFICER	228	NAME OF TWO HUNDRED-TWENTY-TWO 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ALL POSTS SHALL BE OF ADEQUATE LENGTH TO MEET THE REQUIREMENTS FOR DESIGN AS STATED IN THE CURRENT "MANUAL ON UNIFORM POSTING CONTROL" (MUTCD) AND IN THE APPENDIX. ALL POSTS SHALL BE FABRICATED OF STEEL OR ALUMINUM AND BE IDENTICAL TO THE FOLLOWING:

ALL TRIP POSTS AND (WARRANTY) SHALL BE 6" DIA. AND 48" TALL. PLYWOOD SIGNAGE SHALL BE 18" X 24" X 1/2" THICK. ALL POSTS SHALL BE IDENTICAL TO THE FOLLOWING:

POSTS MAY BE STEEL, ALUMINUM OR TWO-PIECE (I-POST) IN CONFORMANCE WITH THE MUTCD REQUIREMENTS.

ALL PLYWOOD SIGNAGE SHALL BE IDENTICAL TO POST AND HANDS AS SHOWN ON THIS DETAIL AND OPTIONAL SIGN SHEET.

ADJUNCT POSTS SHALL BE LESSER THAN 4" APART.

ADJUNCT POSTS CLOSER THAN 4" APART SHALL BE ALUMINUM OF TWO-PIECE. (I-POSTS). NO MORE THAN THREE ALUMINUM OF FIRST TWO-PIECE (I-POSTS) MAY BE PERMITTED WITHIN 10'.

SOLID SHALL NOT EXCEED MORE THAN 4" AT ANY POINT BEYOND THE FIRST MAIN POST AND SHALL BE IDENTICAL TO THE FOLLOWING DETAIL.

ALL TRAFFIC AND PEDESTRIAN SIGNAGE AND LOCATION SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM POSTING CONTROL (MUTCD) AND THE MUTCD.



Town of Rotterdam
Office of the Planning Commission

Thomas P. Yuille, Chairman
Peter J. Comenzo, Senior Planner

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

Resolution Number PC28-2023

Moved by Mr. Miglucci seconded by Mr. Collins
Applicant: GDP Lville Rotterdam, LLC

**Resolution Adopting a Report and Recommendation on
the Change of Zone Request by GDP Lville Rotterdam, LLC**

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has received an application from GDP Lville Rotterdam, LLC ("Contract Vendee") for a Change of Zone from Agricultural (A-1) to General Business (B-2) on ± 17.30 acres comprising two parcels of land known as 880 and 900 Duanesburg Road (Tax Parcel #57-3-7.112 and 57.7-1-1.2); and

WHEREAS, the Town Board referred the Change of Zone application to the Planning Commission on August 9, 2023 for a report and recommendation thereon; and

WHEREAS, the Applicant, through its representative, Luigi Palleshi with ABD Engineers and Surveyors, presented the Change of Zone application to the Planning Commission at its regularly scheduled meeting held on September 5, 2023; and

WHEREAS, the Planning Commission reviewed the proposed Change of Zone at its regularly scheduled meetings held on September 5, 2023 and September 19, 2023; and

WHEREAS, the Planning Commission has deliberated on the proposed Change of Zone;

NOW, THEREFORE, upon motion of Member Miglucci, seconded by Member Collins,

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 ± 17.30 acres consisting of two separate parcels located on the north side of Duanesburg Road immediately east of the entrance ramps to Interstate 88. The properties known as 880 and 900 Duanesburg Road are currently vacant and previously contained a single-family residential structure at 880 Duanesburg Road and a single-family residential home with a barn and associated outbuildings on 900 Duanesburg Road. These structures were demolished approximately 11 years ago. The Applicant seeks the change of zone to facilitate the construction of a new $\pm 102,500$ square foot BJ's Wholesale Club with fuel pumps and a proposed $\pm 2,000$ square foot fast food restaurant. In addition to the proposed fueling facility proposed for this site, there are other fuel and convenience type facilities in the immediate vicinity. There is a recently constructed gas station/convenience store, liquor store, and a fast-food establishment (Wendys) located immediately to the west of the I-88 entrance and a truck stop fueling center with fast food (Pilot/Dunkin

Resolution Number PC28-2023

GDP Lville Rotterdam, LLC

September 19, 2023

Page 2

Donuts/Subway) also located immediately to the west. There is an existing regional library facility located to the east. And additional properties to the east of these parcels in the vicinity of the site are currently zoned B-2 and contain retail businesses and a wellness center. Lands of the Schalmont Central School District are located to the south are primarily wetlands and the entrance to the school campus is located approximately 1000 feet east of the proposed entrance to the property to be rezoned.

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 a change in the required lot area and lot frontage; the current zoning requires a 1-acre minimum lot area with 150 feet of lot width. The proposed B-2 zoning district would 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 GDP Lville Rotterdam, LLC Change of Zone request for the following reasons: The proposed Change of Zone would permit the construction of the proposed ±102,500 square foot BJ's Wholesale Club with fuel pumps and a proposed ±2,000 square foot fast food restaurant. In large part, the surrounding neighborhood is zoned General Business (B-2), and for the most part the area is developed commercially. Permitting a commercial development at this site meets the objectives of the Comprehensive Plan. This property has been identified as a key property for development in the western portion of town given its location immediately adjacent to the interstate entrance/exit. It was identified in the 2001 Comprehensive Plan and in various subsequent planning studies as being a commercial parcel that if designed correctly, could be of a benefit to the community.

Resolution Number PC28-2023

GDP Lville Rotterdam, LLC

September 19, 2023

Page 3

The proposed Change of Zone would be consistent with the neighborhood and existing land use development in the area.

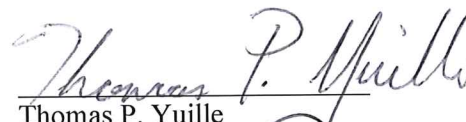
The property has retained its agricultural zoning as this property previously contained a large farmhouse and associated structures. The farm was bisected by the construction on Interstate 88 over fifty years ago. While the property remains zoned Agricultural, it is no longer a suitable zoning for the site as it is surrounded by other Commercial uses and is located at the major intersection of Duanesburg Road (NYS Route 7) and NYS Interstate-88.

3. This recommendation is subject to the following considerations:
- a. The applicant should prepare a traffic study and work in coordination with NYSDOT to address traffic impacts due to the location and high volume of traffic in the area of this highway interchange.
 - 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.

<u>Member</u>	<u>Aye</u>	<u>Nay</u>	<u>Absent</u>
Thomas Yuille	X		
Mark DAlessandro	X		
Wayne Calder			X
Clark Collins	X		
Joseph Miglucci	X		
Lynn Flansburg	X		
Joseph Signore	X		



Peter J. Comenzo
Senior Planner



Thomas P. Yuille
Planning Commission Chairman

- 1. GDP Lville Rotterdam, LLC (Contract Vendee) – 880 & 900 Duanesburg Road. Discussion on Report and Recommendation to the Town Board on a Change of Zone on ±17.30 acres from Agricultural (A-1) to General Business (B-2). Applicant is proposing construction of a ±102,500 square foot BJ's Wholesale Club with associated eight (8) island fueling station and a ±2,000 square foot retail building with drive thru. Engineer: ABD Engineers, LLP**

Mr. Palleschi: Good evening, Luigi Palleschi with ABD Engineers and Surveyors. Also with me tonight is the applicant with GDP and representative of the applicant as well.

We are here tonight to discuss 900 Duanesburg Road as well as 880 Duanesburg Road. I think most of you are familiar with this site. It is right at the intersection of the I-88 on ramp. To the east you have the library, to the southeast you have Schalmont Schools, over to the west you have the Pilot Truck Stop and across from that is the 7-11 Truck Stop. It is a good commercial corridor here for this property and for BJ's. We all know BJ's is currently in the Town of Rotterdam on Campbell Avenue. That site is over an Aquifer and cannot have gas and that has always been BJ's goal is to also provide gas to its members. When this property came up, they were interested not only to stay in Rotterdam and see if this site could work so, when they brought it to us, we prepared a conceptual site plan as you can see. This will allow them to not only to have gas but build a newer, bigger building and be in this area where you still have visibility being that you are at an intersection with commercial corridor that this has become.

880 is another parcel that is under contract. Both of these parcels are owned by Flying J. So, 880 is the smaller parcel and that would be proposed drive-thru fast-food establishment there. That would be coming off of the main drive off of Route 7. So, what we are proposing here is 102,500 square foot building. It will have the tire center, it will have the gas as I mentioned and it will have propane filling, everything you could ever need or want and similar to what is at the Campbell Avenue site. We are proposing a full curb cut off of Route 7 and we have over 500 parking spaces as laid out with landscaped islands and trees. There is municipal water on Route 7, so we would come in with a new water lateral to serve this. Obviously, the building would be fire sprinklered and we would have access around the entire building for Fire Protection and emergency vehicles. There is no public sewers near this site, as we all know, so we do have areas where we are proposing a wastewater treatment facility. So, BJ's has several facilities like this in all parts of the country and in New York of course and last week I was on a call with their engineer who designs these wastewater treatment facilities and they are pretty sophisticated and they are underground for the most part, but they will have a building structure because of how they aerate under the ground and then they need these blower systems and that building will be sort of back in this location here closer to I-88. We can always provide you the details on that. The facility would probably be around 10,000 gallons per day is our proposed use based on the New York State DEC standards for this size facility.

Storm water, so if you know the lay of the land the site does sit up higher on the easterly side of the site and it all rolls to the West towards the ramp. It is our vision to keep the building up high. Our driveway coming in off of Route 7 and the parking as close to the main entrances the building. And then on the low side we are proposing the storm water management system. Knowing the soils out there we are anticipating a bioretention stormwater practice so, I don't know if most of you are familiar with them but that provides additional plantings within the stormwater area which will obviously meet the DEC stormwater regulations. We do have some street trees lining the I-88 ramp as well as Route 7 to try to beautify this site.

Signage we are proposing 2 signs. It is important to have one right at the ramp in the northwest corner of the site. That would be a pylon sign you know to what you have across the way at the other truck stop facilities. Obviously with gas it is important to display the prices and then there is another one right on Route 7 right next to the main entrance and that would be a smaller sign. We can certainly provide those details as we move forward.

In the back is the loading dock for deliveries. Again, Providing ample turning movement for the tractor trailers and emergency vehicles to get all the way around the building. This has plenty of parking spaces and circulation throughout the site. It was brought to my attention with the team that where we had originally picked and proposed the main entrance, it was considered to possibly move that entrance further east as far away from the intersection as possible. So, late last

GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duanesburg Road

week I was able to do some sketches and I do think I can move that entrance as far east as possible. We know we have to work with DOT of course, because Route 7 is a state highway.

So, we can propose and show different sketches and work with DOT to get that driveway as far east as possible, however, what it will do is the drive-thru and restaurant would have to flip flop which isn't the end of the world. It does allow us to be more flexible with that tenant space because we really do not know what is going to go there yet but the vision is to have some sort of drive-thru establishment. So, looking at moving, that driveway east opens up a bigger pad for that out parcel as I call it and provide different connectivity between BJ's parking lot and that drive-thru facility.

Chairman Yuille: You would probably have to consolidate those two lots too.

Mr. Palleschi: either a consolidation or a lot line adjustment is what I was thinking. The first goal was can we fit it just on that parcel 880 and we did keeping it nice and narrow but with this consideration I think we can just flip flop and move the lines if that is what we want to do.

We are here tonight as you know we made application to the town board for a change of zone because this parcel is in an agricultural zone and like the other parcels for the truck stops that those were converted from this agricultural zone to a B-2 zone which allows the gas. We made the application to the town board so we are here to discuss this project with the Planning Commission And hope for that positive recommendation back to the town board but not only talking about the site plan stuff here, I think hopefully we all agree that it is very important to state that BJ's would love to stay in Rotterdam and only going from one location to the other for the gas and be part of this community still.

Just to kind of give you everything that I know, as far as traffic goes, we know that is going to be an item here to discuss VHB has been retained to do the traffic study. They have not done it yet because school is out. School starts this week so they are ready to go next week and get all the traffic data that they need with the school buses and we have copies of the traffic report that was done for the 7-11. So, they will be reviewing that and kind of coordinating it all together. It is a busy intersection but a lot of the residents that travel this would be happy that the BJ's is there and a lot of those trips would be pass by trips. Some would be new trips but a lot of pass by as well because of what is there on Route 7 already.

Further to the east there are two properties that area already zoned B-2, I don't know if most of you are familiar with that, but the one building there is the AAC Chiropractor and For the Love of Bacon. So, that property does go all the way back and it is B-2 zone and it does touch this property. So, as far as you know, the zoning in this area as B-2, you can see the trend from Pilot to 7-11 and what was already done on the easterly side of the site.

That is, it for right now and I will turn it over to the Board, if you have any questions, we are here to answer them.

Chairman Yuille: Mrs. Flansburg?

Mrs. Flansburg: For point of reference, do you happen to know the size of the current BJ's to know the difference between the current one.

Ms. Marsh: I'm going to see if I can find it really quick.

Mr. Palleschi: It's very similar. She is going to look up the square footage.

Mrs. Flansburg: Just so it kind of gives us an idea.

Mr. Palleschi: It's not doubling in size.

GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duanesburg Road

Mrs. Flansburg: Would it be similar to the store that is in Colonie, it seems like it's bigger but maybe it's just laid out differently. 500 parking spaces makes me say wow. Can we talk about banking spots for later? Does BJ's need 500 or is it based on just the way our code is and the size of the building.

Mr. Palleschi: It is per code and I am always in favor of banking these parking spaces.

Mrs. Flansburg: If you need them, they can be made available but that is a whole lot of gray area that may not be necessary.

Mr. Palleschi: We would definitely love to consider that if we can save pavement now and bank them for later, if they ever need them.

Mrs. Flansburg: Especially because you are converting, when we make our recommendation to the town board should it move from agricultural to B-2. Fueling station will there be diesel? Is it just regular people coming through?

Mr. Palleschi: It is my understanding it is only geared through the members. I do think there will be diesel because pick up trucks today are diesel.

Mrs. Flansburg: Will tractor trailers...

Mr. Palleschi: No tractor trailers. We need to get tractor trailers through the site for deliveries and also delivery the fuel but right by the station you will see the underground tanks that are proposed.

Mrs. Flansburg: Also, where the fuel is, it seems odd that it is in the back corner but that is how the one is in Colonie too. You have to get all the way into the site and all the way into the back. If you are banking some spaces having it be less dense with parking where cars are going to be fueling and driving off. That is my two cents worth. I think this is a great project. I'm glad they want to stay in Rotterdam. I think they tried do a fueling station at the top of the hill where the car wash is now years ago and it didn't work out and I'm glad this is a solution that hopefully will.

Chairman Yuille: Mr. Signore?

Mr. Signore: I think it's great. This is the type of development that I like to see. It's big in square footage and less impact on the infrastructure. For instance, an area like that I would rather see something like this then 300 homes in addition to the impact on the school with children. This is ideal when you have a big building that come in with a lot of square footage and pays a lot of taxes.

Chairman Yuille: Mr. Miglucci?

Mr. Miglucci: The trucks coming off of I-88 there, they will not have far to travel and we are not taking delivery trucks through the streets of Rotterdam. How many more employees will be hired for this? It looks like it's going to be a bigger operation.

Ms. Marsh: Tiffany Marsh with GDP Lville. There are 75 part-time employees in the store this size and 75 full-time so it's 150 altogether.

Mr. Miglucci: The BJ's that is here now, you're adding on a gas station and a tire facility so it's going to be more people.

GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duanesburg Road

Ms. Marsh: There is tire existing now. So, we are adding the gas station. So, for this size it is 75 and I will confirm the square footage, I'm sorry I can't find it quick enough, but I will confirm the square footage of the current and the employee count on the current store for you tomorrow.

Mr. Miglucci: I'm all set.

Chairman Yuille: Mr. Collins?

Mr. Collins: The only question that I have is on the fueling station is there enough room if someone comes in with a big fifth wheel to get around to get gas. That would be my only concern if they could swing the trailer around to get gas and we don't want them to get there and not be able to get gas and get out.

Mr. Palleschi: We are providing like 50' as your approach coming in and this is all geared up, it's all one-way. So, you would come in and you would exit facing the ramp and then you would move around.

Mr. Collins: There is enough room to make the loop?

Mr. Palleschi: Yes, 50' in the front and it looks like 35' on the back side to make that swing out.

Mr. Collins: That was my concern because I have a big fifth wheel.

Mr. Palleschi: The intent would be to get those fifth wheels through here and then back out.

Mr. Collins: I think it's a great project. I'm excited about it. That was my only concern, Mr. Chairman.

Chairman Yuille: Mr. Calder?

Mr. Calder: I hope it works out. Not only does it give us some more tax base over there but it also adds tax base to the building that is being left vacant down there where the BJ's is now. I think that is a plus for the town. I know that that corridor was really busy for a while because they are trying to enforce to keep the tractor trailers off of Route 7 because they were parking out there for the longest time and I know that they are enforcing it and making them move on so it's getting less and less congested which is good. That will add more but there is always a cost when it comes to getting something changed and something new. I like the project and I hope it works out. I really do. That is all that I have.

Chairman Yuille: Mr. D'Alessandro?

Mr. D'Alessandro: You answered the question about the gas and diesel and the store. Are you going to be selling that store. There is a lot of blight down there with Office Max closed up, Average Joe's going, the rental store next door gone, the mall being dead, that is all we are going to need is another empty store down there. Are you selling that?

Mr. Palleschi: BJ's doesn't own that building. It's owned by, I don't know who owns it, it's not owned by BJ's. They are just leasing that building and that land and that would be the same here when they move here.

Mr. D'Alessandro: That is all that I have.

Chairman Yuille: Are you sure about that Luigi? I thought Iovinella sold building a few years ago.

Mr. Palleschi: You are right, Iovinella sold it, but it is my understanding that they sold it to another company.

Chairman Yuille: Okay because they are not going to own this building either, this is going to be owned by your company, right?

Mr. Palleschi: Correct.

Chairman Yuille: Do you have anything else, Mr. D'Alessandro?

Mr. D'Alessandro: That's all that I have.

Chairman Yuille: That was one of the questions that I had is what they were going to do with the building but another company that has it.

Looking at this site would have been a better location for BJ's from day one, if it was available. At that time, it wasn't available. It's much better location for you and I think you will draw more traffic in off of the Thruway and I-88 and people going out that way. The one down next to the mall is tough and we looked at that for years.

The other question that I had was if you flip flop that restaurant to the other side then you are going to have to move that proposed stormwater area, correct?

Mr. Palleschi: Yes, we would. What that will do, I still need a certain surface area for the stormwater bioretention and then the rest may have to go underground, under the parking lot. That is something that is a tradeoff.

Chairman Yuille: I saw this note on the plan that said reserve area for water treatment system. I didn't realize you were going to have a water treatment system.

Mr. Palleschi: I didn't either until last week. So, BJ's and GDL, they use a company called Stantec which manufactures these types of systems and when I was on a conference call with them, it was interesting, I have some documents that I can share with everyone and they will design up to 100,000 per day or 50,000 gallons and one that they shared with me was about 10,000 gallons a day which is about what this is going to use. So, some of these facilities that they have used they have put in the middle of golf courses that not only serve the golf course but a bunch of homes that are surrounding the golf course where odor is important and you don't want it to smell. They have this unit and those are the questions that I asked and when he shared the details with me over the phone, I was actually impressed. Obviously, they have to work with DEC and get it approved and I reserved that area in case they need to pump it to some sort of leach field system. It will get treated and then there are 2 options, if you have the soils to let it go back in the ground or you have to treat it further it would be discharge. So, you could literally discharge it because what he is saying is after it goes through this treatment it is river quality. So, it was interesting as to how they were describing it and the information he sent so far. I have to get some more info from them but they do this all over for a lot of facilities for BJ's.

Chairman Yuille: When you think about Mohonasen for years up until a few years ago, they were always on septic and I believe Schalmont is on septic. They may be coming over and looking at your sites.

Mr. Collins: Will they have a grinder pump in there and everything?

Mr. Palleschi: There will be pumps to pump it into the system and then there is aerators, again, they are underground.

Mr. Collins: It is like a little treatment plant basically.

Mr. Palleschi: It is and these systems need to be in a grassed area because they will sit above grade and it's like a metal lid that you will see and then all of those are interconnected and it goes through, like the only unit you will really see is it looks like a little shed. Just a standard shed and that is where the blowers are.

Mr. Collins: The town has a lot of sewer and they don't really smell. They are odor controlled and you don't really know they are there.

Chairman Yuille: That is like what the Orenco systems were supposed to be like that at one point. They used them at ski resorts and that type of place.

Steve, do you have any questions or comments?

Mr. Valiquette: No, I think I will wait for the review of the traffic study before to making comments and same for the review of the wastewater treatment. That is, it.

Chairman Yuille: Mr. Comenzo?

Mr. Comenzo: No questions and just some comments that need to be coordinated with the attorney to discuss SEQR and some of the issues regarding the timing. So, this Board is going to obviously be making a report and recommendation and we are getting a little bit into the site plan and it sounds like some redesign that is going to have to occur. I did speak with folks at DOT yesterday and sent them the conceptual plan and they said basically the current access would not fly because the proposed the entrance right now is really where the turn lane to get onto I-88 starts and then the further we get away from that intersection obviously, will be looking for a left turn lane and I believe there is one right now that is kind of useless since there are no curb cuts in that area. The fact that they have VHB doing the traffic analysis and they are waiting for school to start, those will get addressed. Lynn brought up the issue with the parking so, our code when it was originally adopted there was not a BJ's where you had these warehouse clubs so there are 500 parking spots proposed. I'm sure BJ's knows how many parking spots based on the current facilities they have in the northeast, how many spots they actually need. So, the Planning Commission has the ability to waive those requirements obviously if you can demonstrate that you only need 300 or whatever the number is, you could work that into the redesign with the building.

You are not constrained by lot lines obviously so if you wanted to flip flop the other commercial building or they wanted to put it on the corner or wherever that would work those design issues you can get to now because there is no engineering right now at this point. The other thing is and this is just from utilizing the BJ's in Colonie there are a lot of people that go just for gas. When you look at this you really want to separate the traffic of people walking in and out with their carts and going into BJ's or possibly this fast-food restaurant and folks that are just going in for gas. I don't think you would want that traffic crossing the pedestrians that are coming in and out of the facility. I know the one in Colonie they have it in the far end but there is no main entrance nearby. I'm looking at this now and wondering how you get back there without getting into the mix with the folks with the carts. So, when you go back in and redesign the site, you might want to look at separating the traffic for the fast-food restaurant and then the gas pumps and try to separate it from the folks that utilize BJ's warehouse. You might be able to do that a lot easier with landscaped islands or something.

Mr. Palleschi: I've already played with shifting that driveway to the east and flip flopping so, with that in mind I'm sure we can come up with something.

Mr. Comenzo: It's early at this point and you still have to go to the Town Board and public hearing and SEQR and there will be some changes between now and when this Board sees it again. But I'm assuming you are looking to come back fairly quickly for a report and recommendation to get the ball rolling.

Mr. Signore: When are you looking to put a shovel in the ground? Spring?

**GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duanesburg Road**

Mr. Palleschi: Probably spring.

Chairman Yuille: They need to get a recommendation first, Joe, they need a zone change.

Mr. Palleschi: We can't start now.

Chairman Yuille: One thing that I have seen that they do and its hard to tell on that but they take those gas pumps and angle them. Like Stewart's did on theirs. It makes it a little easier, especially if you are going in one way and coming out. It might make them easier to get into, but with 50' you might have plenty of room.

Mr. Palleschi: I think we can massage that a little bit.

Chairman Yuille: We will not be doing a motion on that tonight, but we will get some of the information that we need.

Mr. Palleschi: So, what are the next steps. Obviously, we'll keep going with some of these edits to shifting the driveway easterly, work with VHB on the traffic data and then resubmit. This Board would like to hear that before making that recommendation to the Town Board.

Chairman Yuille: Yeah, but you wouldn't have to go through the whole presentation but...

Mr. Comenzo: I guess the question is how comfortable are you moving forward with a report and recommendation. You are not going to be the lead agency. That is going to be the Town Board. You will be an involved agency for SEQR but as far as what is required for traffic study and for all the other studies that will have to be done in terms of the SEQR review, it will not come back to you for a while. I think they are looking for a report and recommendation so that we can get that ball rolling.

Chairman Yuille: So are you suggesting we do that...

Mr. Comenzo: I don't know how long you want to wait. You'll get the traffic and study eventually and if you are not comfortable in making a report and recommendation until the board sees traffic data or if your comfortable deferring and then commenting on the SEQR process and getting the Town Board to do that work. Typically, the Planning Commission is the lead agency but, in this case, there is a change of zone involved and the Town Board needs to look at all those things. The one thing that I do want to mention and it's probably on your list is you probably want to get a TDE on board sooner rather than later because with SEQR component.

Ms. Slevin: Mary Beth Slevin here again, counsel for the applicant. What we would hope to be able to do is to focus on the issue before the Board right now which is the recommendation for the zoning change and that really focuses on the comprehensive plan and how the comprehensive plan contemplates what's being requested by the applicant. With respect to SEQR what we would hope to do is really separate that issue and make sure that the Board has the information that it needs to remain involved as an involved agency while we go through that process with the Town Board. To move forward with the recommendation on the zone change when the Board is comfortable and then to continue on with the work that needs to be done for SEQR to make sure that gets submitted to the Planning Commission, the Town Board and all other involved agencies and make sure we solicit everyone's comments on the data that is developed so it's a comprehensive review and that all comments are considered in the context of a final SEQR review. Just to give it some context.

Chairman Yuille: Let me see how the Board feels about voting on that tonight. Mark?

Mr. D'Alessandro: I'm fine.

Chairman Yuille: Mr. Calder?

Mr. Calder: Yes.

Mr. Comenzo: Tom, I don't think we are at that point yet. We don't have anything prepared.

Chairman Yuille: I thought that is what you just said.

Mr. Comenzo: What I am saying is do you want to see them in 2 weeks or in 2 months.

Chairman Yuille: "Inaudible..."

Mr. Collins: I thought you wanted to know if we were comfortable making the recommendation, Peter.

Mr. Comenzo: Would you be comfortable making a recommendation without them completing a traffic study that has been reviewed by DOT?

Mrs. Flansburg: Yes, but it sounds like there is going to be significant changes.

Mr. Palleschi: We are not here for site plan approval tonight. We understand that we have to make some modifications and we have to address DOT with whatever traffic comments that might come before this but I think the goal tonight would be to get back to the Town Board for the recommendation and if the Board feels comfortable with saying, from my understanding from every Board Member tonight is that you are in favor of this project which requires the change of zone, so, if you are would you feel comfortable to making that recommendation tonight and then we will go to the Town Board. Obviously, with the Town Board...

Chairman Yuille: We do not have the resolution to vote on it tonight. We can hold it for the next meeting.

Mr. Comenzo: If you are comfortable moving forward without having a completed traffic study, which is the biggest issue that I'm looking at, and making a report and recommendation, we can prepare something in the next 2 weeks and have them back in 2 weeks to vote on the draft report and recommendation. I do not have anything drafted tonight and that is why I wrote it up as a discussion on the report and recommendation. I think we wanted to figure out where the Board was on this and it sounds like the Board is favorable with the recommendation so we can work with the attorney and draft some custom language for you to look at prior to the next meeting.

Mr. Palleschi: The sooner the better. 2 weeks would be great.

Chairman Yuille: 2 weeks would be the 19th is our next meeting.

Mrs. Flansburg: Would you like a motion for the TDE.

Chairman Yuille: Yes. At this point, I would entertain a motion to allow the Chairman enter into an agreement for a TDE for this project.

Mrs. Flansburg: I will make that motion.

Chairman Yuille: Mrs. Flansburg made the motion. Do I have a second?

Mr. Signore: I'll second.

Chairman Yuille: Mr. Signore seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. Collins?

Mr. Collins: Yes.

Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Marlo Carter: Mr. Calder?

Mr. Calder: Yes.

Marlo Carter: Mr. Signore?

Mr. Signore: Yes.

Marlo Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Marlo Carter: Chairman Yuille?

Chairman Yuille: Yes.

Motion carried.

Meeting adjourned at 9:06 p.m.

Motion to adjourn the meeting was made by Mr. Collins and Mr. Signore seconded the motion.

Next meeting scheduled for September 19, 2023

Respectfully Submitted,

Marlo L. Carter
Planning Commission Secretary

Verbatim Planning Commission Minutes of September 19, 2023

GDP Lville Rotterdam, LLC (Contract Vendee) – 880 & 900 Duanesburg Road. Discussion on Report and Recommendation to the Town Board on a Change of Zone on ±17.30 acres from Agricultural (A-1) to General Business (B-2). Applicant is proposing construction of a ±102,500 square foot BJ's Wholesale Club with associated eight (8) island fueling station and a ±2,000 square foot retail building with drive thru. Engineer: ABD Engineers, LLP

Chairman Yuille: Mr. Palleschi, can you give us an update on the project.

Mr. Palleschi: Good evening, Luigi Palleschi with ABD Engineers & Surveyors, here representing GDP Lville. They are here tonight. We were here before the Planning Commission back on September 5th and we presented this project in full detail. We listened to some of your comments in regard to possibly shifting that driveway connection off of Route 7 further east which we are working on the plan, I do have that shown up here, if anyone needs to see it a little closer. We can shift it. We shifted it about 100' further to the east which gets it out of that right turn lane. We are aware, obviously, that we have to work with DOT with that curb cut connection.

Now that school is in session, VHB, as I told you, is the traffic consultant for this project. They, I believe, are out there taking some data and they will producing a traffic study report when we get back, hopefully, to the Town Board.

Other thoughts from the last meeting was the amount of parking. I think we had over 500 parking spaces dedicated for BJ's. After speaking with BJ's, they gave us a comfortable number where they felt with their numbers 4.5 parking spaces per 1,000 square foot of gross so, that takes us just under 500 parking spaces so, what you see up here is less parking spaces. We do not have any banked right now. We are just proposing less parking spaces than what the Town Code requires but you can see what that did was increase the green space along the front and along the intersection right in front of BJ's in itself so, that's sort of helpful and I think this Planning Commission had recommended we look at how many parking spaces do we really need. None of us want to see a sea of asphalt and that also helps with the stormwater.

We are still massaging the in and out of the fueling facility. I know some of the members wanted to make sure that we can get certain fifth wheel vehicles in and out of there which we are working with BJ's fueling facility team as we speak. I know these are a lot of details that we don't really need to get into at this stage. We are simply here tonight to answer any more questions that you might have and hopefully this Planning Commission can grant a positive recommendation back to the Town Board for a change of zone from the agricultural district to B-2.

If there is anything else that I didn't cover from last meeting or if you thought anything more, we would be happy to answer them.

Chairman Yuille: Let me see if the members have anything. Mr. D'Alessandro, any questions?

Mr. D'Alessandro: I think that is a good fit for that area. I like it there. I think it's a bonus because you are going to put less traffic on the road with tractor trailers, getting off the Thruway and I-88, the deliveries will be a lot easier. You're not going through the Town. The only thing that I was looking at is maybe, in the future, I saw like a house there that had some wood, some foliage and everything the blocking the view. I'm just wondering if maybe, eventually, when you do it, I think it was like 848 Duanesburg Road that would maybe put a berm in there with some arborvitaes so they don't have to look at it. That is the only thing I would suggest. Other than that, I like the project.

Mr. Palleschi: It is hard to see on this. This is fairly wooded.

Mr. D'Alessandro: Are you going to leave that?

Mr. Palleschi: Yes. So, the Mohawk Library actually owns this parcel and that is fairly wooded and that will provide the buffer.

Mr. D'Alessandro: So, you are not going to clear cut it, then?

**GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duaneburg Road**

Mr. Palleschi: That's correct.

Mr. D'Alessandro: Thank you, Mr. Chairman.

Chairman Yuille: Mr. Collins?

Mr. Collins: I think it's a good project and I think it's really good for the residents of the Town. If we lose BJ's down there, it's a good place to shop and you need businesses like this that help curb costs. I think it's a great location and I'm looking forward to having it go there. That is all that I have, Mr. Chairman.

Chairman Yuille: Mrs. Flansburg?

Mrs. Flansburg: Just one question that I think that I had last time and I think it was the other person that was with you though, the size of the current one in relation to...

Mr. Palleschi: The current BJ's store that is on Campbell Avenue is 115,000 square feet so, this will actually be slightly smaller at 102,750 square feet. It is slightly smaller. Every one of them, they are a little bit different in size. They actually have a smaller one but this is not the smallest.

Mrs. Flansburg: I think it's a good project and great area. I was a little hesitant as far as where the original entrance was going to be in relation to the entrance to I-88 and I-90, but I look forward to working with you guys through the rest of the project.

Chairman Yuille: Mr. Signore?

Mr. Signore: No comments. I'm good. I know you said there would be fewer parking spots, but in reality, let's just say you had 400, that would be 400 to 600 people at one time in BJ's. I go there a lot and I've never seen that many people and that parking lot is huge. You are not going to see 500 people in BJ's at any one time.

Mr. Palleschi: I would agree.

Chairman Yuille: Mr. Miglucci?

Mr. Miglucci: The BJ's presently now over by the mall, I believe she said there was approximately 150 employees. Is this going to create any new jobs.

Mr. Palleschi: I think those people will move over to here.

Mr. Miglucci: But will it create any additional jobs, do you know off hand?

Unidentified Male: In retail jobs it will probably be relatively close to a wash. There will be temporary construction jobs that we can get you the exact numbers and this will have something that come out for a lot of retailers in Covid where you order online and then go pick up so that is more of a warehouse type job and they are a little bit better paying jobs than someone who is retail use on the floor, the warehouse is a little bit of a better paying job.

Mr. Miglucci: If it creates one more job, I like it. That is all that I have, Mr. Chairman.

GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duaneburg Road

Chairman Yuille: I agree with the Board Members. It fits the comp plan that was there and it is in line with all of the other commercial properties that are out there. Pilot and the one across the street from Pilot and I don't have a problem with it. It's a good use for the site. If that land was available, it probably should have gone there originally because we went through all kinds of problems trying to justify how they could put gas down there over the Aquifer and it was not allowed. I have no problems with it and I think it would be a good thing. There's going to be traffic but it's not like church when everyone comes out at once, you are going to get cars coming out little by little and cars going in one at a time. It's like Aldi's over here at the five corners. You see a few cars come out and you see a few cars go in. It's not a steady flow of traffic and I agree with Joe what he said about the parking. I don't think you need that number of parking and if you could adjust it so you could get a route into the gas station and get the cars away from where the pedestrians are walking would be probably be a good thing to look at.

Mr. Palleschi: We are working on that as we speak. We are working with the BJ's team as well. You could come in the main entrance, turn quickly left and then get all the way to gas and then they would exit the same way and of course, there would be signage and then right in front of the breezeway, BJ's has a protection zone where it would be striped and signage just for that reason.

Chairman Yuille: Mr. Comenzo, do you have anything to add?

Mr. Comenzo: We had a lengthy discussion at the last meeting looking at this project. I did circulate a draft resolution on Thursday to the Board members and I don't know if everyone looked at that. I did also send out the TDE contract. We are looking to hire Greenman Pedersen as the TDE. They have a few traffic engineers on staff and are familiar traffic design at that firm. I am still waiting to hear back from the developer in terms of getting that agreement signed.

Mr. Palleschi: I will follow up with them.

Mr. Comenzo: We do want to get them on Board before VHB goes out there and actually does set up their parameters of what we are going to want in terms of counts because we don't want to say you forgot and you should have done this and have to send them back out there. That is all I have. I have the draft resolution here.

Chairman Yuille: Ms. Heinel, do you have anything.

Ms. Heinel: Just one question and maybe it was covered in the last meeting and I was unfortunately sick the last meeting so I couldn't be here. What is going to happen with the old BJ's site?

Mr. Palleschi: We don't know. BJ's does not own the property. They lease so when this is built, they will simply move from here to there. The developer GDP is who will own the property here as well so, BJ's will lease it from that entity. So, we are not sure what will happen with the current BJ's site.

Ms. Heinel: Okay, that is all that I have.

Chairman Yuille: Anybody in the audience have a comment or question about the project? I will give you the opportunity to speak even though it is not a public hearing. At this point, I would entertain a motion for a positive recommendation to the Town Board.

Mr. Miglucci: I will make the motion.

Chairman Yuille: Mr. Miglucci made the motion. Do I have a second?

Mr. Collins: I'll second.

**GDP Lville Rotterdam, LLC (Contract Vendee)
880 & 900 Duaneburg Road**

Chairman Yuille: Mr. Collins seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. Collins?

Mr. Collins: Yes.

Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Marlo Carter: Mr. Signore?

Mr. Signore: Yes.

Marlo Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Marlo Carter: Chairman Yuille?

Chairman Yuille: Yes.

Motion carried.

Chairman Yuille: If you could get us some information about the waste treatment. Either give me an address or email or website that I can go to. It caught my interest in that.

Mr. Collins: Is that like a package where they build them offsite and then just drop them in?

Mr. Palleschi: Yes, they are underground manholes and they have aerators in there and blowers. It is a sophisticated system but you only see a couple components sticking out of the ground.

Mr. Collins: Thanks.



PLANNING & ZONING COORDINATION REFERRAL

Case No. R-16-23

Applicant GDP Ville Rotterdam, LLC

Referring Officer Joanne Schillaci

Municipality Rotterdam

Considerations: Regarding a 17.3 acre vacant parcel, requesting a change in zone from Agricultural (A-1) to General Business (B-2) to construct a 102,500 SF BJ's Wholesale Club with 16 fuel pumps and a 2,000 SF retail building with drive thru. Located on the northeasterly corner of the I-88 access ramp and Duanesburg Road (SR 7) intersection. Access is proposed to SR 7. Municipal water and individual septic is proposed.

RECOMMENDATION

Receipt of zoning referral is acknowledged on November 9, 2023. 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.

Date 11/20/23

Ray Gillen, Commissioner
Economic Development and Planning