

Stillwater Town Planning Board
May 4, 2009 7:00 PM
Stillwater Town Hall

Present: Chairperson Jo Ann Winchell, Robert Barshied, Peter Buck, Beverly Frank, Carol Marotta, John Murray and Paul Thompson.

Also Present: Daryl Cutler, Attorney for the Town; Joel Bianchi, Engineer for the Town; Ray Abbey, Building Inspector/Code Enforcement; Councilman Ken Petronis and Sue Cunningham, Secretary of the Planning Board.

Chairperson Winchell called the Public Hearing to order and led everyone in the Pledge to the Flag.

Public Hearing 7:00PM

**Empire Warehousing Corp
Esplanade Site Plan Review
PB2009-57
SBL# 262.-1-10**

Ken Green of Logistics One spoke on behalf of the applicant Empire Warehousing Corp. At this time he turned the presentation over to Pat Mitchell of Creighton Manning Engineering. P. Mitchell gave a brief of overview of the application that has been submitted to the Town Board to consider redesignating a portion of property along Route 4 & 32 from Industrial Zone to a Mixed Use Zone and the applicant is also seeking Site Plan approval through the Stillwater Planning Board. He stated that they have had several public hearings on the proposed project in Mechanicville, and discussed the traffic study.

Public Input

Andy Lang representing DeCresente Distributors questioned the traffic study in regard to DeCresente's.

Mr. Mitchell went over the existing traffic conditions and peak hour trip generation of the site.

C. Marotta inquired as to the status of the City of Mechanicville.

Engineer Bianchi went over where Mechanicville was at this point, pointed out that Mechanicville is aware of Stillwater's concerns regarding traffic.

Chairperson adjourned the Public Hearing at this time.

Mike Hartman of Chazen Engineering went over the following comments based on the information submitted by the applicant regarding the Traffic Impact Study.

1. It appears that the trip generation for Land Use 710 General Office Building is underestimated. Utilizing the equations in the ITE Trip Generation 8th Edition, estimated

trips for 18,500sf of general office building total 49 in the AM peak hour and 100 in the PM peak hour, as opposed to the 40 and 50 trips respectively, shown in Table 3.1, Trip Generation Estimate. Even with the 10% multi use credit, this increases the total PM peak trip by 45, a 23% increase.

2. The above noted trip generation change should be implemented and LOS analysis rerun with the new resulting Build volumes.

3. The analyses of the N. Central Ave and the Price Chopper intersections with Route 4&32 evaluate the operation of each location independently of the other, yet field observations indicate that these two closely spaced signalized intersections also need to be evaluated together as the queues from one can and do extend at times back to or close to the other. This will likely be exacerbated by the traffic volume increases noted above in 2015; therefore, a determination should be made regarding an interconnected signal system to mitigate this potential problem if one exists.

4. The north project drive is shown about 80' south of Best Avenue. Offset intersections should be avoided whenever possible in the interest of pedestrian and motor vehicle safety. Although traffic volumes are projected to be minimal exiting Best Avenue and the proposed driveway in 2015, but should unforeseen traffic generators develop sometime in the future, the offset geometrics would preclude safely and efficiently signaling that intersection. If it is not possible to locate the new drive directly opposite Best Avenue, then an explanation should be provided why it cannot be done in this project.

5. Sight distance is critical to making safe entrances to and exits from the two proposed driveways and there is a concern that the horizontal curve on Route 4&32 immediately to the south of the project limits may have a detrimental impact on sight distance measured and presented in the TIS for the southerly driveway, in so far as queued southbound/westbound traffic may inhibit sight distance from the southerly driveway looking south toward the traffic signal.

6. The TIS concludes that no mitigation is needed at either of the proposed new driveways. It is assumed that this conclusion refers to mitigation for vehicular traffic and not pedestrian traffic. Since the proposed facility will generate significant pedestrian traffic volumes along and across Route 4&32, it is recommended that an evaluation of pedestrian mitigation measures, such as sidewalk extensions, crosswalks, handicapped curbing, and traffic calming to reduce vehicular operating speeds in this 30MPH speed zone, be included in the TIS.

Conclusion and Recommendations

Based upon a review of the submitted materials, the applicant should address technical comments offered relative to both the proposed zone change and site plan application previously provided as well as comments provided relative to the Traffic Impact Study.

Further discussion was held in regard to the potential traffic impacts; existing conditions of the area, future traffic volumes, intersections, site distance and trucks entering and exiting DeCrescente's.

Attorney Cutler commented that the zoning change issue is still before the Town Board.

Michael Petta
Minor Subdivision Review
PB2009-58
SBL#252.-1-16

James Vianna spoke on behalf the applicants Michael Petta & Joan Lupo-Petta. He stated that the proposed project is a minor two lot subdivision of the existing lot 3 of the Nicholas Lupo Subdivision of 2001. He addressed the resurveying of the property, perk test, the current & proposed driveway and no impact on wetlands. Mr. Viana stated that he received comments from the Engineer prior to the meeting and he will address their comments.

Discussion was held on mitigation fees, County approval, agriculture district, and buffers. It was noted that the Planning Board could not act this evening without receiving County approval first.

The applicant will be tentatively placed on the May 18, 2009 agenda of the Planning Board meeting awaiting County approval.

Adoption of Minutes: Motion by J. Murray and seconded by C. Marotta to adopted the minutes of the April 16, 2009 Planning Board meeting. **Motion carried.**

Old Business

Workshop: Chairperson Winchell stated that the workshop is scheduled for May 16, 2009 at 8:30 AM and she will make the necessary notification to the Town Board and Zoning Board.

JIB Drive: J Murray commented on the Planning Boards recommendation of Saratoga Cluster and whether the Town Board has acted on those recommendations. He stated that he feels the Town Board should do something.

Attorney Cutler gave a brief overview of the Town Boards options.

A brief discussion on the matter was held.

Communication: Chairperson Winchell commented that a letter was received from a resident who feels that regardless of any building activity there should be notification sent out to surrounding neighbors of that activity.

Motion by J. Murray and seconded by P. Buck to adjourn the Planning Board meeting at 8:45 PM.

Respectfully submitted by

Sue Cunningham
Planning Board Secretary