

TOWN OF NISKAYUNA
Complete Streets Committee

A G E N D A

September 24, 2021

2:30 P.M.

IN THE TOWN BOARD ROOM

Hybrid Attendance Available

- I. CALL TO ORDER**
- II. ROLL CALL**
- III. MINUTES**
 - 1. July 30, 2021**
- IV. OLD BUSINESS**
- V. NEW BUSINESS**
 - 1. 1356 Balltown Road**
 - 2. Harmon Groove Apartments**
- VI. DISCUSSION ITEMS**
 - 1. Complete Streets connections for School Improvements**
 - 2. Complete Streets Survey**
 - 3. Standard traffic calming measures/requests**
 - 4. Grants Update**
 - 5. Complete Streets Accomplishments / Website**
- VII. REPORTS**
 - 1. Planning Department Report**
- VIII. ADJOURNMENT**

NEXT MEETING

October 29, 2021

At 2:30 pm

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Hybrid Meeting
Meeting Minutes
July 30, 2021**

Members Present: William Chapman, Chairman
Jim Levy
Tess Healey
Paulina Manzo
Elise Corbin, Student Committee Member

Also Present: Laura Robertson, Planner
Jean Foti, Planning Clerk

I. CALL TO ORDER

The Chairman called the meeting to order at 2:30pm.

II. ROLL CALL

Karla Duggal and Dart Strayer were absent from the meeting.

III. MINUTES

1. June 25, 2021 – the July 25 minutes were approved.

IV. PUBLIC CONCERNS

Mr. Mastrianni of Wyoming Ave was in attendance today. He stated he was present to get an update on the traffic calming measures for Wyoming and Baker Ave.

V. OLD BUSINESS

1. Wyoming Ave Memo (attached)

Ms. Robertson stated she drafted a letter to present the Complete Street Committee's concern regarding traffic and speeding on and near Wyoming Ave. She will be presenting this memo to the Public Safety Committee this month. Ms. Robertson stated the Public Safety Committee will review it and send it to the Town Board with a recommendation. The memo will propose a replacement of the yield signs at Grenocide and Wyoming and replace them with stop signs to encourage slower speeds.

The Committee unanimously agreed to move the memo forward as written.

47 **2. 20 MPH School Zone letter to NYSDOT (attached)**
48

49 The Committee discussed the past meeting with Superintendent Tangorra and his support on
50 trying to get a school zone on Balltown Road in front of Craig School. The Town would need to
51 petition the State to drop it 10 mph to 25mph instead of 35mph. The Committee discussed if it
52 was possible to ask to lower the speed to 20 due to the proximity to the school. The Committee
53 understood the schools hesitancy to add a crosswalk there due to the high speeds of vehicles in
54 the area and said this is something a school zone may help with.

55
56 The Committee unanimously agreed to move the school zone letter forward.

57
58 **VI. NEW BUSINESS**
59

60 **1. Complete Streets connections for School Improvements – Update meeting with**
61 **School**

62 The Committee discussed the letters sent to the School regarding pedestrian improvements
63 suggested for each school. They stated that Superintendent Tangorra was very receptive to
64 the improvements. The Committee discussed the timeline to begin work and to get the Town
65 Board's approval.

66 **2. Complete Streets Survey Results (Mr. Levy)**

67 Chairman Chapman stated he is still inputting the information from the surveys. Mr. Levy stated
68 he could be of assistance with logging in the information now that work has slowed down.

69 **3. Standard traffic calming measures/requests – Mordella Drive, Colonie**

70 Ms. Healy summarized her research as follows:

71 In the Village of Colonie, Speed Humps were installed on Mordella Road, Delafield Dr, Rapple
72 Dr., and Pine Avenue in 1997 and 1999. Ms. Healy contacted Les Decker - head of the highway
73 department - Ldecker@colonievillage.org. The speed humps on Mordella start at Route 5
74 intersection, offset 150' for the first hump and then installed every 550' but Mr. Decker did shift
75 them sometimes to avoid driveways. The speed limit has always been 25mph - it was not
76 modified when humps were installed. Les said he will send traffic study data.

77
78 In order to install them, 70% of the residents had to be in favor and there was a public hearing.
79 The speed humps were made from molds the village created themselves with 2x4 lumber based
80 on a DOT specific template. Then they filled it in and black topped it. The delineators were later
81 added to keep vehicles from driving across the lawns of homes in an attempt to avoid part of the
82 hump

Generally the only complaints are from the residents who have a hump directly in front of their home. Some vehicles do make a noise passing over them. Only the cut through street, Mordella, which has a high traffic volume, has received noise complaints.

Overall the residents are strongly in favor. At one point they were removed for a month to put down new blacktop and residents called asking for their replacement.

Part of Les's career included plowing the route that included these streets. He said as long as you keep the plow speed to 15-20mph (which it should be) and keep the plow on float then it will easily go over the top of humps while plowing. The Village has a large folder of information on this that we are welcome to review and make copies of.

The Committee reviewed Ms. Healy's information and added 4 follow up questions to ask the Village of Colonie.

What was the cost to construct?

What is involved with maintenance, including cost?

How do emergency vehicle drivers feel about the speed humps?

Traffic study data before and after: Average speed, % over speed limit, volume

4. Grants Update – Plum St Sidewalk

Ms. Robertson stated this is still a plan in progress.

5. Complete Streets Future Planning

The Committee discussed the best places for a demonstration and/or bike lane in Niskayuna. They pointed out that the most highly trafficked streets are not maintained by the Town. They are maintained by the State or County. This includes Grand Blvd and Dean Street which Ms. Robertson finds the most in need.

They discussed to what level the demonstration project could be this year. The Committee would like to have a bike rodeo but due to time and Covid restrictions, the committee believes a smaller event or demonstration would be best.

After some discussion, the Committee decided a possible smaller event highlighting a bike lane on Lexington would be the most useful for the Committee to do. They decided they will start to begin small and if time permits, add to the event as they go.

VII. REPORTS

1. Plum St Sidewalk – Looking for Grants

Ms. Robertson stated she is working with the grant writer and the EDHPEC Committee to secure a grant for this project. Ms. Robertson stated the owner of the only home on the side of the designated sidewalk is in favor of the sidewalk.

2. Crescent Road and Clifton Park Road

Ms. Robertson stated she has reached out to the County several times regarding their project but hasn't received any feedback. She stated she will continue reaching out for details.

VIII. ADJOURNMENT

With no further business the meeting was adjourned at 3:49 pm.



July 8, 2021

Ref: 26193.00

Mr. Robert C. Miller, Jr.
BR Holdings Co., LLC
5 Southside Drive
Clifton Park, NY 12065

Re: Trip Generation Comparison, Balltown Road Residential Development, Town of Niskayuna, NY

Dear Mr. Miller:

VHB has completed a trip generation evaluation related to the proposed residential development site on Balltown Road in the Town of Niskayuna. The site is proposed with 20 townhome units; however, it is our understanding that some of the neighbors had inquired about a comparison in the traffic generation at the site if it was instead developed with 17 "as of right" single family homes.

The AM and PM peak hour trip generation for both potential development scenarios were estimated based on the Institute of Transportation Engineers' (ITE) publication *Trip Generation, 10th Edition*¹. The number of vehicle trips generated for the two land development scenarios was estimated based on ITE land use code (LUC) 210 for the 17 single family homes and LUC 220 for the 20 townhome units. The trip generation estimates and comparison is summarized in Table 1.

Table 1 Trip Generation Summary

Weekday Time Period	Movement	17 Single Family Homes ^a	Proposed 20 Townhomes ^b	Difference
Morning Peak Hour	Enter	4	2	-2
	<u>Exit</u>	<u>13</u>	<u>8</u>	<u>-5</u>
	Total	17	10	-7
Evening Peak Hour	Enter	12	9	-3
	<u>Exit</u>	<u>7</u>	<u>5</u>	<u>-2</u>
	Total	19	14	-5

a Trip generation estimate based on ITE LUC 210- 17 units

b Trip generation estimate based on ITE LUC 220- 20 units

¹ Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, Washington D.C., September 2017.

Mr. Robert C. Miller, Jr.
Ref: 26193.00
July 8, 2021
Page 2



Based on the projections outlined above, the project as proposed with 20 townhomes will generate 10 vehicle trips during the AM peak hour (2 entering, 8 exiting) and 14 vehicle trips during the PM peak hour (9 entering, 5 exiting), a rate that is 7 vehicle trips less during the AM peak hour and 5 vehicle less during the PM peak hour than the site as developed with 17 single family homes.

The magnitude of site generated trips (for either development scenario) would result in less than the New York State Department of Transportation (NYSDOT) and ITE trip thresholds of the generation of 100 vehicle trips on a single intersection approach for determining the need for detailed off-site intersection analysis. These agency thresholds were developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations that do not meet the threshold and are therefore unlikely to require mitigation. The site traffic will be accommodated for by the existing roadway network.

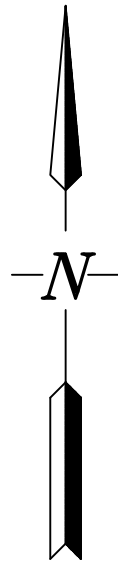
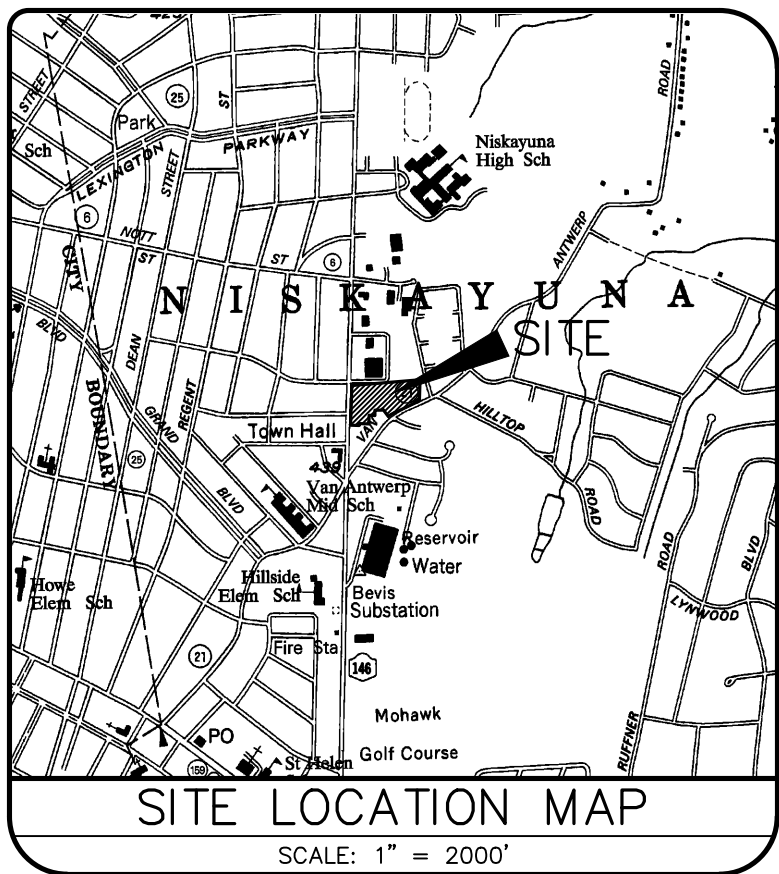
If you have any question on the above evaluation, please call.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C

A handwritten signature in blue ink that reads "Wendy C. Holsberger".

Wendy C Holsberger, PE, PTOE
Managing Director-Albany
wholsberger@vhb.com



DEED REFERENCES:

1) CONVEYED BY RICHARD M. TENTOR TO NISKAYUNA BR HOLDING COMPANY, LLC BY DEED DATED MAY 9, 2017 AND RECORDED IN THE SCHENECTADY COUNTY CLERK'S OFFICE ON MAY 22, 2017 IN LIBER 1962 OF DEEDS AT PAGE 974.

MAP REFERENCES:

- 1) MAP ENTITLED "MAP OF SURVEY FOR LOT CONSOLIDATION LANDS N/F RICHARD TENTOR, TOWN OF NISKAYUNA, COUNTY OF SCHENECTADY, STATE OF NEW YORK" AS PREPARED BY ABD ENGINEERS, LLP ON JANUARY 27, 2017 AND FILED IN THE SCHENECTADY COUNTY CLERK'S OFFICE ON FEBRUARY 16, 2017 IN PLAT CABINET N AS MAP 287.
- 2) MAP ENTITLED "SECTION TWO, RESERVOIR PARK, NISKAYUNA, SCHENECTADY CO., N.Y., OWNED BY EVERETT C. WELLS, FORMERLY OWNED BY CHAS. H. BEVIS ET AL" AS PREPARED BY ERNEST W. BRANCH. C.E. AND L.S. DATED APRIL 1919 AND FILED IN THE SCHENECTADY COUNTY CLERK'S OFFICE IN PLAT CABINET E AS MAP 161.
- 3) NEW YORK STATE DEPARTMENT OF TRANSPORTATION DESCRIPTION AND MAP FOR THE ACQUISITION OF PROPERTY, MOHAWK GOLF CLUB-AQUEDUCT S.H. NO. 1872 SCHENECTADY COUNTY, MAP NO. 93 PARCEL NO. 111 AND DATED JANUARY 21, 1994.
- 4) MAP ENTITLED "ALTA/ACSM LAND TITLE SURVEY #1320, #1330 & #1347 BALLTOWN ROAD, #1345 VAN ANTWERP ROAD AND A PORTION OF GARLAND STREET, TOWN OF NISKAYUNA, COUNTY OF SCHENECTADY, STATE OF NEW YORK" AS PREPARED BY INGALLS & ASSOCIATES, LLP ON MARCH 21, 2014.

NOTES:

- 1) SURVEYED PARCEL: TOWN OF NISKAYUNA - TAX MAP 40.19, BLOCK 1, PARCEL 6.1.
- 2) SURVEY PREPARED BY INGALLS & ASSOCIATES, LLP FROM A JULY 2017 FIELD SURVEY.
- 3) NORTH IS REFERENCED TO NAD 83 NEW YORK STATE PLANES, EAST ZONE.
- 4) SUBJECT TO ALL RIGHTS, EASEMENTS, COVENANTS OR RESTRICTION; RECORDED OR UNRECORDED.
- 5) SUBJECT TO ANY STATEMENT OF FACT AN UP-TO-DATE ABSTRACT OF TITLE WOULD DISCLOSE.
- 6) SUBJECT TO AN EASEMENT GRANTED TO NEW YORK TELEPHONE COMPANY FOR COMMUNICATION FACILITIES AS RECORDED IN LIBER 1085 AT PAGE 974.
- 7) SUBJECT TO AN EASEMENT GRANTED TO NIAGARA MOHAWK POWER CORPORATION FOR ELECTRIC UTILITY FACILITIES AND RECORDED IN LIBER 801 AT PAGE 391 AND PAGE 393.
- 8) UNDERGROUND UTILITIES IF SHOWN HEREON ARE BASED ON VISIBLE PHYSICAL EVIDENCE. THEY SHOULD BE CONSIDERED SCHEMATIC ONLY AND ARE SHOWN TO DEPICT GENERAL UTILITY LOCATIONS AND CONNECTIONS RATHER THAN EXACT UNDERGROUND LOCATIONS. INGALLS & ASSOCIATES, LLP MAKES NO CERTIFICATION AS TO THE ACCURACY OF THE UNDERGROUND UTILITY LOCATIONS AND OTHER UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THIS MAP.
- 9) FIELD DELINEATION BY D. INGALLS OF INGALLS & ASSOCIATES ON 4/4/16. JURISDICTIONAL DETERMINATION WAS PROVIDED BY USACE LETTER DATED 1/7/17 DECLARING THE WETLANDS NON-JURISDICTIONAL.
- 10) SURVEY IS PREPARED IN ACCORDANCE WITH THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS CODE OF PRACTICE FOR LAND SURVEYS AS ADOPTED IN OCTOBER OF 1966 AND LAST REVISED ON JULY 18, 1997.
- 11) WETLANDS AS SHOWN ARE FROM A APRIL 2016 FIELD DELINEATION BY D. INGALLS OF INGALLS AND ASSOCIATES, LLP.
- 12) NO WETLAND SURVEY SHALL BE DEEMED FINAL WITHOUT A JURISDICTIONAL DETERMINATION FROM THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE) AND/OR THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION (NYSDEC).
- 13) ALL ROADWAY AND STORMWATER MANAGEMENT AREAS WILL BE PRIVATELY OWNED.

TAX MAP ID:
40.19-1-6-1

SITE AREA:
5.3 AC

OWNER:
NISKAYUNA BR HOLDING COMPANY LLC
5 SOUTHSIDE DR SUITE 200
CLIFTON PARK, NY 12065

APPLICANT:
NISKAYUNA BR HOLDING COMPANY LLC
5 SOUTHSIDE DR SUITE 200
CLIFTON PARK, NY 12065

NOTE: 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL CONTACT DIG SAFELY NEW YORK TO LOCATE ALL UNDERGROUND UTILITIES. 1-800-962-7962

BARCELONA RD

ALTON RD

ALMERIA RD



SITE STATISTICS:

EXISTING ZONE: R2- MEDIUM DENSITY RESIDENTIAL

LOT AREA:
REQUIRED: 9,000 SF

LOT COVERAGE:
REQUIRED: 30% MAX. BUILDINGS AND STRUCTURES

LOT WIDTH
REQUIRED: 80 FT

LOT DEPTH
REQUIRED: 100 FT

SETBACKS:

FRONT: 30 FT
SIDE: 15 FT
REAR: 30 FT

*PROPOSED BULK AREA STATISTICS & SETBACKS PER SEPARATE SPREADSHEET

LEGEND

- 2 POST SIGN
SINGLE POST SIGN
LIGHT POLE
SANITARY MANHOLE
CATCH BASIN
HYDRANT
WATER VALVE
WATER SHUT OFF
TEL PEDESTAL
POWER POLE
IRON ROD
IRON PIPE
PROPOSED TOWN HOUSE AREA
PROPOSED HYDRANT
EXISTING PROPERTY LINE
PROPOSED PROPERTY LINE
PROPERTY LINE, SETBACK
NON-JURISDICTIONAL WETLAND AREA
OPEN SPACE / SWM AREA
PROPOSED GRASS SWALE
PROPOSED SANITARY SEWER
PROPOSED SANITARY SEWER LATERAL
PROPOSED WATERLINE
LIMITS OF DISTURBANCE (4.6± ACRES)

NO.	DATE	REVISIONS	BY:
2	09/17/21	REVISED PER PLANNING BOARD COMMENTS	JCH
1	08/10/21	REVISED FOR SKETCH PLAN APPLICATION	JCH

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DAVID F. INGALLS JR., P.E.
N.Y.S. LIC. NO. 064993

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engineering, environmental, surveying
2803 GUILDERLAND AVENUE
SCHENECTADY, N.Y. 12306
PHONE: (518) 383-7725
FAX: (518) 393-2324

SUBDIVISION SKETCH PLAN

1356 BALLTOWN RD
NISKAYUNA, NY 12309

TOWN OF NISKAYUNA
COUNTY OF SCHENECTADY STATE OF NEW YORK

DATE: MAY 7, 2021
DRAWN BY: JCH
CADD FILE: 16-027 Townhouse Concept.dwg

CHECKED BY: D.F.I.
JOB NO. 16-027

SCALE: 1" = 60'

SHEET 1 OF 1

TOWN OF NISKAYUNA ZONING REQUIREMENTS
EXISTING ZONE: R-2 MEDIUM DENSITY RESIDENTIAL

LOT REQUIREMENTS
LOT AREA = MIN. 9,000 SF.
LOT WIDTH = MIN. 80 FT. (AT SETBACK LINE)
LOT DEPTH = MIN. 100 FT.
BUILDING HEIGHT = MAX. 35 FT.

BUILDING SETBACKS
FRONT = 30 FT.
SIDE = 15 FT.
REAR = 20 FT.

STORMWATER MANAGEMENT
CLOSED DRAINAGE SYSTEM TO A DRY BASIN FOR PEAK FLOW ATTENUATION.
TOTAL SOIL DISTURBANCE = 4.5± ACRES

WATER / SEWER CONNECTIONS
CONNECT TO EXISTING INFRASTRUCTURE ON VAN ANTWERP ROAD AND BALLTOWN ROAD.

MAP REFERENCES:

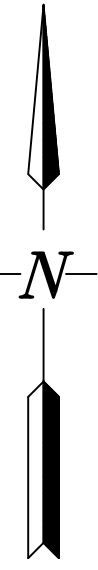
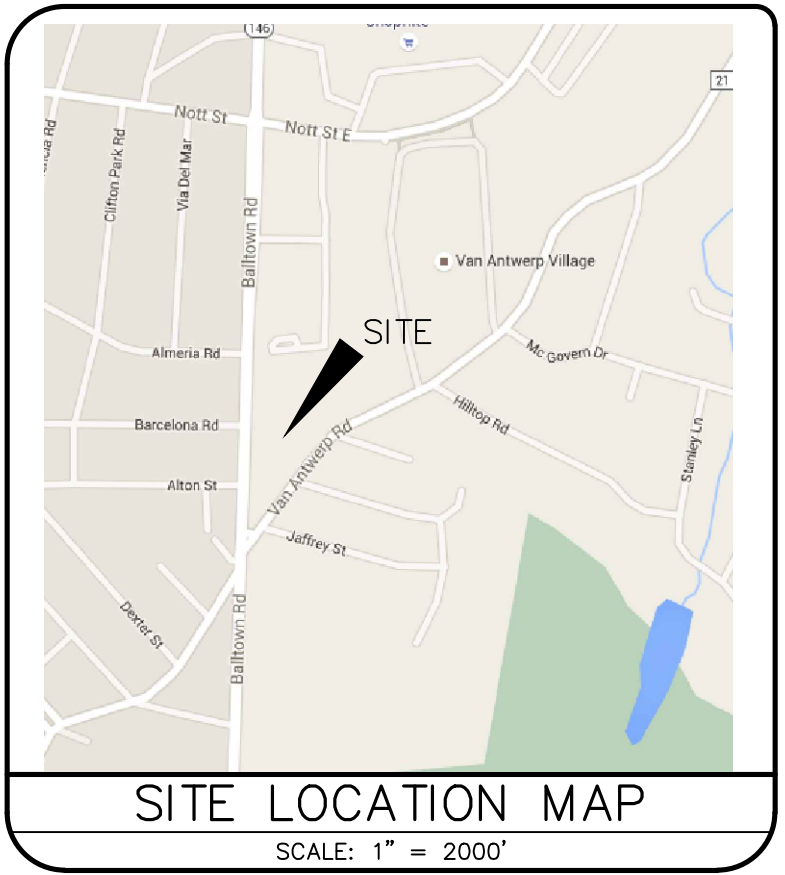
1) MAP ENTITLED "MAP OF SURVEY LANDS OF RICHARD TENSOR"
AS PREPARED BY AGG ENGINEERS & SURVEYORS ON AUGUST 2001
AND LAST REVISED MAY 17, 2016.

NOTES:

- SUBJECT PARCEL: TOWN OF NISKAYUNA - TAX MAP 40.19, BLOCK 1, PARCEL 1-10, 44-51.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON PER MAP REFERENCE 1.
- NORTH IS REFERENCED TO MAP REFERENCE 1.
- SUBJECT TO ALL RIGHTS, EASEMENTS, COVENANTS OR RESTRICTION; RECORDED OR UNRECORDED.
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- FIELD DELINEATION BY D. INGALLS OF INGALLS & ASSOCIATES ON 4/4/16. JURISDICTIONAL DETERMINATION WAS PROVIDED BY USACOE LETTER DATED 1/7/17 DECLARING THE WETLANDS NON-JURISDICTIONAL.

LEGEND

EXISTING PROPERTY LINE	---
PROPOSED PROPERTY LINE	---
PROPOSED SETBACK	---
ADJACENT PROPERTY LINE	---
PROPOSED EASEMENT	---
EXISTING CONTOUR	200
EXISTING TREELINE	---
EXISTING HYDRANT	HYD
EXISTING UTILITY POLE	NG 19
EXISTING SIGN	S1
EXISTING CATCH BASIN	CB
EXISTING SANITARY MANHOLE	S
EXISTING SANITARY SEWER	S
EXISTING STORM SEWER	ST
EXISTING WATERMAIN	W
EXISTING OVERHEAD WIRE	OH
WETLAND BOUNDARY	---
PROPOSED TREELINE	---



TAX MAP ID:
040.19-1-6.1

SITE AREA:
5.3±ACRES

OWNER:
BR HOLDING COMPANY, LLC, NISKAYUNA
5 SOUTHSIDE DRIVE STE 200
CLIFTON PARK, NY 12065

FOR MUNICIPAL APPROVAL ONLY
NOT FOR CONSTRUCTION

NOTE: 48 HOURS PRIOR TO ANY CONSTRUCTION
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SINGLE FAMILY CONCEPT PLAN SINGLE FAMILY DEVELOPMENT BALLTOWN ROAD & VAN ANTWERP ROAD TOWN OF NISKAYUNA COUNTY OF SCHENECTADY STATE OF NEW YORK		DATE: MAY 7, 2021	CHECKED BY: D.F.I. JOB NO. 16-027	SCALE: 1" = 50'
DRAWN BY: JCH CADD FILE: 16-027 Single Family Thru Street		SHEET 1 OF 1		

