

**TOWN OF NISKAYUNA**  
**Complete Streets Committee**  
**A G E N D A**  
**April 30, 2021**  
**2:30 P.M.**  
**VIA REMOTE MEETING SOFTWARE**

- I. CALL TO ORDER
- II. ROLL CALL
- III. MINUTES
  - 1. March 26, 2021
- IV. OLD BUSINESS
  - 1. Complete Streets Survey Results (Mr. Levy)
- V. NEW BUSINESS
  - 1. Crescent Road and Clifton Park Road
  - 2. 2147 Eastern Parkway (Planning Board Referral)
  - 3. Plum St Sidewalk
- VI. DISCUSSION ITEMS
  - 1. Wyoming Ave Demo Project
  - 2. Standard traffic calming measures/requests
  - 3. Complete Streets connections for School Improvements (Chairman Chapman)
  - 4. Complete Streets Accomplishments / Website (Chairman Chapman)
- VII. REPORTS
- VIII. ADJOURNMENT

**NEXT MEETING**  
**May 28, 2021**  
**At 2:30 pm**

**TOWN OF NISKAYUNA  
COMPLETE STREETS COMMITTEE  
Virtual Meeting  
Meeting Minutes  
March 26, 2020**

**Members Present:** William Chapman, Chairman  
Jim Levy  
Paulina Manzo  
Karla Duggal  
Dart Strayer  
Elise Corbin, Student Committee Member

**Also Present:** Laura Robertson, Planner  
Clark Henry, Assistant Planner  
Jean Foti, Planning Clerk

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**I. CALL TO ORDER**

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

**II. ROLL CALL**

Mr. Hogancamp and Ms. Healey was absent for the meeting.

**III. MINUTES**

**1. February 26, 2021**

The February minutes were approved unanimously

**IV. PUBLIC CONCERNS**

**1. Wyoming Ave**

Ms. Manzo stated she walked to Wyoming travelling from Baker Ave. She stated she met a resident of Wyoming who has only lived on the street for a year and has seen 5 accidents on this road. He stated the road has identifiable rush hour traffic. They seem to coincide with the changing Ellis Hospital shifts. He also noted that there seem to be a large amount of County trucks using Wyoming. Ms. Manzo suggested reaching out to the County and Ellis Hospital to see if they could take another route. Ms. Manzo stated that her observation was that the predominant traffic was coming from Schenectady and turning on McClellan Street. She didn't see much traffic continuing on to Baker.

Ms. Manzo included some pictures with the traffic report.

Ms. Manzo stated she would like to have a traffic study done for this street but feels that many streets are a concern for residents. She stated a plan of process to completion would help clarify

what the CSC has the power to do and when they need to pass off to other departments. Mr. Levy stated his agreement with Ms. Manzo. Ms. Robertson stated she has received many emails from the residents on Wyoming in favor of doing a demonstration there. Ms. Robertson agreed with Ms. Manzo and Mr. Levy on the need to create a process of when a demonstration will become a solution for the traffic and speed. This will need input and funds from other departments, or grants.

Mr. Sharkey from Baker Avenue stated he used to live on Wyoming and is familiar with the speed and traffic that spills onto Baker. He asked if a stop sign would be more effective than a yield. He also stated that a police presence would help.

Mr. Thomas Nicchi stated he lives in that area also and shared photos of a car that drove up his front yard and came 1 foot from his house. He stated that traffic in that area of town is very fast and would benefit from changing from a yield sign to a stop sign.

## **2. Fieldstone Drive**

The Committee discussed traffic calming methods to slow down traffic on Fieldstone Drive. This included chicanes, bump outs or speed bumps. The Committee stated they will keep discussing options at later meetings.

Ms. Manzo stated she came up with a rough draft of a plan for procedure of traffic and speed complaints. She stated having a traffic engineer might be helpful to see if changes should be made to the street. Ms. Manzo stated that observing traffic patterns for individual street complaints can be very time consuming. It would be help to create a general plan of action to use with determining the need for a demonstration to show traffic calming alternatives. Ms. Manzo stated she will share the draft with the group. Chairman Chapman added that Mr. Levy put together a list of possible and effective traffic calming measures to use. Chairman Chapman stated it would be helpful.

## **V. OLD BUSINESS**

### **1. Priority Project Letters Approval**

Chairman Chapman discussed with the Committee the 3 priority letters in the packet. Ms. Robertson stated that the letters are ready to go and need to be signed by the Chairman. Chairman Chapman stated his agreement and the he was optimistic the letters will help increase awareness and help facilitate some of the needs for a more pedestrian friendly Town.

### **3. Complete Streets Survey Results (Mr. Levy)**

Mr. Levy and Mr. Henry summarized with the committee the information gathered in the survey. Mr. Henry showed a method of categorizing the survey into the needs and priorities of the residents. Mr. Levy described the significance of inputting all the surveys so they can be analyzed.

The Committee reviewed the survey to see where the most need and interest is.

**4. Subcommittee for 2021 Demonstration Project**

Mr. Levy discussed potential demonstration projects. He stated he will send the list to the committee members. Ms. Manzo discussed a procedure policy for a complaint made by residents. Ms. Manzo stated it would begin with the complaint, how many residents are affected, and what research can be done to review it. Mr. Levy agreed.

**VI. NEW BUSINESS**

There was no new business tonight

**VI. DISCUSSION ITEMS**

**1. Standard traffic calming measures/requests**

Chairman Chapman discussed with the group creating a list of 10 traffic calming measures that could alleviate traffic issues on various streets in Niskayuna. Mr. Levy added that a subcommittee that deals with one certain complaint (speed, traffic, etc.) would help categorizes a need specific data base.

**2. Complete Streets connections for School Improvements (Chairman Chapman)**

Chairman Chapman stated he has not heard from the school regarding the priority letter and suggested a meeting with Mr. Schlossberg and or the School superintendent.

**3. Complete Streets Accomplishments / Website (Chairman Chapman)**

Chairman Chapman discussed what will be listed on the website. Mr. Levy asked Ms. Robertson if the Committee put a general thank you for doing the survey on the Niskayuna website and possibly a link to the survey. Ms. Robertson agreed and will look to see if the survey is on the website.

**4. Co-op Plaza Updates (Ms. Robertson)**

Ms. Robertson stated that her goal for this week is to create an email blast to residents that surround the Co-op, especially Clifton Park and Crescent Ave. Ms. Robertson stated that she hopes to receive feedback from this survey that will focus specifically on the residents needs and concerns in the area.

**VII. REPORTS**

There were no reports this meeting.

**VIII. ADJOURNMENT**

Chairman Chapman made a motion to adjourn and it was seconded by Ms. Manzo. The meeting was adjourned at 4:00 pm.



## Concept Planning for Nott Street Area Improvements

### **DRAFT** Concept Design Narrative

Prepared by:

**M.J. Engineering and Land Surveying, P.C.**

**March 9, 2021**

#### **PROJECT BACKGROUND**

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MJ Engineering & Land Surveying, P.C. (MJ) has coordinated with the Town of Niskayuna (Town) to develop concept plans and preliminary construction estimates for safety improvements to various locations near the Nott Street, Town Center area. The Town's objective is to identify feasible concepts to support the Schenectady County's safety improvement project on Nott Street between Clifton Park Road and Balltown Road (NY 146). The Town requested concepts for:

1. Traffic calming and deterrence on Via Del Mar and Almeria Road
2. Intersection, pedestrian safety and parking improvements at Crescent Road and Clifton Park Road

The Town formed a concept review task force to provide local knowledge of existing conditions, participate in a discussion to brainstorm feasible and reasonable concepts, and provide an initial review of concepts. Drafts of the concepts described below have been reviewed by the Town's task force. The concepts were revised to address comments from the task force.

#### **VIA DEL MAR CONCEPTS**

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The following concepts have been developed for Via Del Mar and adjacent streets and are discussed in more detail in the following subsections. The concept plans are provided in **Attachment 1**.

- Concept 1.1A – Via Del Mar Two-Way Travel with No Access from Nott Street
- Concept 1.1B – Via Del Mar Two-Way Travel with No Outlet to Nott Street
- Concept 1.2A – Via Del Mar One-Way Travel in the Northbound Direction
- Concept 1.2B – Via Del Mar One-Way Travel in the Southbound Direction
- Concept 1.3 – Almeria Road Mini Roundabouts

All concepts were discussed with the Town's task force during a January 5, 2021 meeting. The task force agreed that vehicular traffic volume and speed data must be evaluated for all roadways in mention to determine if a change in traffic patterns is warranted. Data should be collected pre- and post-construction of the County's Nott Street safety improvement project to determine whether that project will have an effect on neighborhood traffic.



#### Concept 1.1A – Via Del Mar Two-Way Travel with No Access from Nott Street

The purpose of Concept 1.1A is to limit thru-traffic on Via Del Mar by prohibiting access from Nott Street. Concept 1.1A proposes a reduction of the existing width of Via Del Mar down to one-lane in the northbound direction. The width would be reduced by construction of a curb extension. This modification would prohibit all vehicular access from Nott Street, a highly traveled County Route with a commercial plaza and parking area adjacent to Via Del Mar. The remainder of Via Del Mar will remain open to two-way travel, maintaining the ability to enter and exit at the intersection of Via Del Mar and Almeria Road.

The curb extension could be accomplished with either vertical faced concrete curb or an asphalt tip-up gutter within the roadway reduction area. The sidewalk installed parallel to Nott Street will require slight modifications, including the removal of a curb ramp (to be installed during the County's Nott Street Improvement project), extension of the concrete sidewalk and installation of a new ADA-compliant curb ramp to meet the new edge of pavement. The concept also includes a 5-foot concrete sidewalk adjacent to the north end of Via Del Mar within the one-way segment to provide a dedicated pedestrian space.

##### *Recommendations:*

Further study of traffic conditions on Via Del Mar is recommended to identify whether changes in travel patterns are warranted.

#### Concept 1.1B – Via Del Mar Two-Way Travel with No Outlet to Nott Street

Similar to Concept 1.1A, this concept proposes to limit thru-traffic on Via Del Mar by reducing the existing roadway width of Via Del Mar down to one-lane in the southbound direction at the intersection with Nott Street. Vehicular travel would be prohibited in the northbound direction at Nott Street; however two-way local travel would be permitted along the remainder of Via Del Mar, maintaining the ability to enter and exit at the intersection of Via Del Mar and Almeria Road.

This concept includes the same highway elements as described in Concept 1.1A, the curb extension and associated work would be installed on the east side instead of Via Del Mar. Signage would be required at the intersection of Via Del Mar and Almeria Road to alert motorists of the travel pattern change ("No Outlet").

##### *Recommendations:*

Further study of traffic conditions on Via Del Mar is recommended to identify whether changes in travel patterns are warranted.

#### Concept 1.2A and 1.2B – Via Del Mar One-Way Travel Northbound or Southbound

Concepts 1.2A and 1.2B propose to convert Via Del Mar into a one-way street. Concept 1.2A proposes one-way vehicular travel in the northbound direction, restricting vehicular access from Nott Street. Concept 1.1B proposes one-way travel in the southbound direction maintaining vehicular access from Nott Street and restricting access from Almeria Road.



To implement the one-way travel pattern, basic signage would be installed at the approach and exit of Via Del Mar to alert motorists of the permitted traffic pattern.

*Recommendations:*

Like Concepts 1.1A and 1.1B, the task force recommended further study of traffic conditions on Via Del Mar to identify whether changes in travel patterns are warranted.

Concept 1.3 – Almeria Road Mini Roundabouts

Concept 1.3 proposes the installation of mini roundabouts at the intersections of Almeria Road with Via Del Mar and Clifton Park Road. The mini roundabouts would require traffic to reduce speed and travel through a yield condition at the mini roundabouts. This traffic calming measure would prevent elevated vehicular speeds along this residential street.

This concept would include raised mountable center islands with plantings, painted splitter islands to direct traffic in the intended travel direction and appropriate signage on all approaches.

*Recommendations:*

- The Niskayuna Fire Department commented that the mini roundabout may not be traversable by fire apparatus. Should the Town choose to implement this concept, it is recommended that turning templates be run around the roundabout with an appropriate design vehicle to ensure emergency services are not hindered by changes in intersection geometry.
- The Town highway department should also be consulted on maintenance concerns.
- This concept would require a study of traffic conditions on Almeria Road to identify whether these changes are warranted.

## **CRESCENT ROAD AND CLIFTON PARK ROAD CONCEPTS**

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The following concepts have been developed for the Crescent Road and Clifton Park Road Intersection and are discussed in more detail in the following subsections. The concept plans are provided in **Attachment 1**.

- Concept 2.1 – Crescent Road and Clifton Park Road Mini Roundabout with Parking Lot Modifications
- Concept 2.2 – Crescent Road and Clifton Park Road T-Intersection with Parking Lot Modifications

Concept 2.1 – Crescent Road and Clifton Park Road Mini Roundabout with Parking Lot Modifications

Concept 2.1 proposes a reconfiguration of the Crescent Road and Clifton Park Road intersection. In the existing condition, Clifton Park Road is oriented north/south while Crescent Road intersects at an angle. The intersection is located immediately adjacent to the west side of the Co Op Plaza, which has parking spaces delineated along the side of the building. In this area, there is little delineation between the roadway and parking lot, causing no separation of pedestrian traffic and vehicular traffic. In addition to pedestrian traffic associated with the plaza, this area draws pedestrian traffic associated with the local



neighborhoods, Niskayuna High School and commercial businesses east of Balltown Road.

Concept 2.1 modifies the Crescent Road / Clifton Park Road intersection geometry to provide a more traditional “T-intersection”, which will improve sight distance for motorists and provide additional space for parking at the Co Op Plaza. Concept 2.1 shows a mini roundabout at the intersection. The existing width of Crescent Road is sufficient and has been maintained in Concept 2.1. A horizontal curve has been introduced to Crescent Road to shift the intersection north. The mini roundabout would require traffic to reduce speed to a yield condition. This traffic calming measure would prevent elevated vehicular speeds on Crescent Road and Clifton Park Road. This feature includes a raised mountable center island with plantings and painted splitter islands to direct traffic in the intended direction. Signage will be required to reinforce the traffic pattern on all intersection approaches.

Reconfiguring the intersection will provide space for pedestrian and parking lot improvements between Clifton Park Road and the Co Op Plaza. A 5-foot concrete sidewalk is shown along the west building face. The sidewalk will provide a dedicated pedestrian space for access to the plaza, parking areas and connect Nott Street to Crescent Road. The parking area will be accessed from both Clifton Park Road and the alley behind the Co Op Plaza. To promote the efficient flow of vehicles, pavement markings and signage is proposed to create a one-way in and one-way out traffic pattern. The proposed parking lot exit has been aligned with the alley behind the Co Op Plaza to ensure trucks and other vehicles using the alley for deliveries are able to exit efficiently. The layout depicted in Concept 2.1 will provide 26 parking spaces with one (1) accessible space, compared to the existing 13 spaces with one (1) accessible space.

Members of the Town’s concept review task force noted the need for a wide sidewalk along the building to accommodate significant pedestrian traffic expected from future development. The sidewalk is shown as 5-feet wide in Concept 2.1 to maximize parking. This parking and sidewalk layout should be compared to Concept 2.2, described below.

The interface between the parking lot and Clifton Park Road will be delineated by raised curb islands that could be colored and imprinted concrete to match the Nott Street Improvement Project. Plantings are shown between the parking area and Crescent Road in effort to provide a vegetative barrier and minimize headlight disturbance to nearby residents.

The existing Town right-of-way (ROW) is 60 feet on Clifton Park Road and 85 feet on Crescent Road. Upon an initial review of the Town’s ROW, it appears that the improvements described for Concept 2.1 can be implemented without the need to acquire property.

*Recommendations:*

- There is currently insufficient volume and speed traffic data to determine if a traffic calming feature such as a mini roundabout is warranted on Clifton Park Road.
- The Niskayuna Fire Department commented that the mini roundabout may not be traversable by fire apparatus. Should the Town choose to further evaluate this concept, it is recommended that turning templates be run around the roundabout with an appropriate design vehicle during the design phase to ensure emergency services are not hindered by changes in intersection geometry.
- The Town’s concept review task force noted that pedestrian traffic and insufficient parking in the subject area are documented and the need for safe access to a from the Co Op Plaza businesses





warrant the need for a sidewalk and additional parking. Based on discussions with the Town regarding an approved restaurant in the plaza, it is recommended that the Town progress a concept that provides additional parking and pedestrian accommodations. Further coordination with the business owners is required to determine if additional parking spaces or additional pedestrian areas should be given preference at the west end of the plaza.

- The Town highway department should also be consulted on maintenance concerns.

#### Concept 2.2 – Crescent Road and Clifton Park Road T-Intersection with Parking Lot Modifications

Concept 2.2 is similar to Concept 2.1 and depicts a reconfiguration of the Crescent Road and Clifton Park Road intersection and modifications to the parking area on the west side of the Co Op Plaza. A horizontal curve has been introduced on Crescent Road to create a “T-intersection” with Clifton Park Road. Crescent Road traffic will be stop-controlled and typical pavement markings and signage for a stop-controlled intersection will be required. Curb islands and a sidewalk have been introduced in the adjacent parking area.

Concept 2.2 depicts an 8-foot sidewalk along the plaza, opposed to the 5-foot sidewalk in Concept 2.1. To accommodate the wider sidewalk, parallel parking along the raised island separating the parking area and Clifton Park Road has been removed, and a curbed “bump out” feature has been introduced to reinforce the one-way travel designation. The conceptual landscaping around the parking lot has been modified to provide additional snow storage space. The landscaping is shown as a placeholder to identify that landscaping around the parking lot is recommended to provide a visual buffer for the surrounding residences. Concept 2.2 would provide 23 parking spaces with one (1) accessible space.

The Town’s concept review task force provided feedback that additional pedestrian space may be warranted for the proposed restaurant approved for the Plaza. Should Concept 2.2 be selected for further evaluation, the design may include converting the six (6) parking spaces along the northwest side of the building to a curbed pedestrian area that may be utilized for outdoor dining or similar use.

The existing Town right-of-way (ROW) is 60 feet on Clifton Park Road and 85 feet on Crescent Road. Upon an initial review of the Town’s ROW, it appears that the improvements described for Concept 2.2 can be implemented without the need to acquire property.

#### *Recommendations:*

- The Town’s concept review task force noted that pedestrian traffic and insufficient parking in the subject area are documented and the need for safe access to a from the Co Op Plaza businesses warrant the need for a sidewalk and additional parking. Based on discussions with the Town regarding an approved restaurant in the plaza, it is recommended that the Town progress a concept that provides additional parking and pedestrian accommodations. Further coordination with the business owners is required to determine if additional parking spaces or additional pedestrian areas should be given preference at the west end of the plaza.



## INFRASTRUCTURE AND UTILITIES

### Utilities

Various underground and overhead utilities are present within the project limits. The sidewalk and parking modifications have been conceptually designed to avoid the known existing utilities. Utility conflicts and mitigation measures of the conflicts will be determined during the design phase.

### Drainage and Stormwater Management

Storm runoff from Via Del Mar, Almeria Road, Clifton Park Road and Crescent Road is currently collected in closed drainage systems. Proposed modifications to the existing curb line in any of the locations will require modification of the drainage system to adequately collect stormwater runoff. This may include installation of new drainage inlets at the curb.

During the design phase, the proposed area of soil disturbance must be quantified to determine whether the project will disturb more than one (1) acre, and subsequently determine if the project will be subject to the requirements of New York State Department of Environmental Conservation's (NYSDEC's) SPDES General Permit for Stormwater Discharges from Construction Activity, GP-0-20-001.

## CONCEPT COST ESTIMATES

Rough-order-of-magnitude (ROM) cost estimates using NYSDOT pricing have been developed for the concepts described herein. The anticipated construction costs are summarized in the table below:

TYPE OF WORK AND DESCRIPTION	VIA DEL MAR ROM CONSTRUCTION COSTS				
	1.1A	1.1B	1.2A	1.2B	1.3
<b>CURB, SIDEWALK AND ROADWAY ELEMENTS</b> Remove existing sidewalk/pavement, adjust grade, construct new sidewalk, mill and re-pave roadway within work limits, striping, etc.	\$22,300	\$19,700	\$ -	\$ -	14,500
<b>SIGNS</b> New and relocated traffic signs	\$1,100	\$3,600	\$3,100	\$3,200	\$7,100
<b>LANDSCAPING</b> Remove existing trees and stumps, place topsoil, turf establishment	\$ 2,600	\$2,500	\$500	\$ -	\$1,900
<b>GENERAL</b> Traffic control, construction stakeout, contractor mobilization	\$5,000	\$5,000	\$500	\$500	\$15,000
Design Fees & Construction Contingencies (40%)	\$12,400	\$12,400	\$1,700	\$1,500	\$15,400
<b>TOTAL:</b>	<b>\$43,400</b>	<b>\$43,200</b>	<b>\$5,800</b>	<b>\$5,200</b>	<b>\$53,900</b>

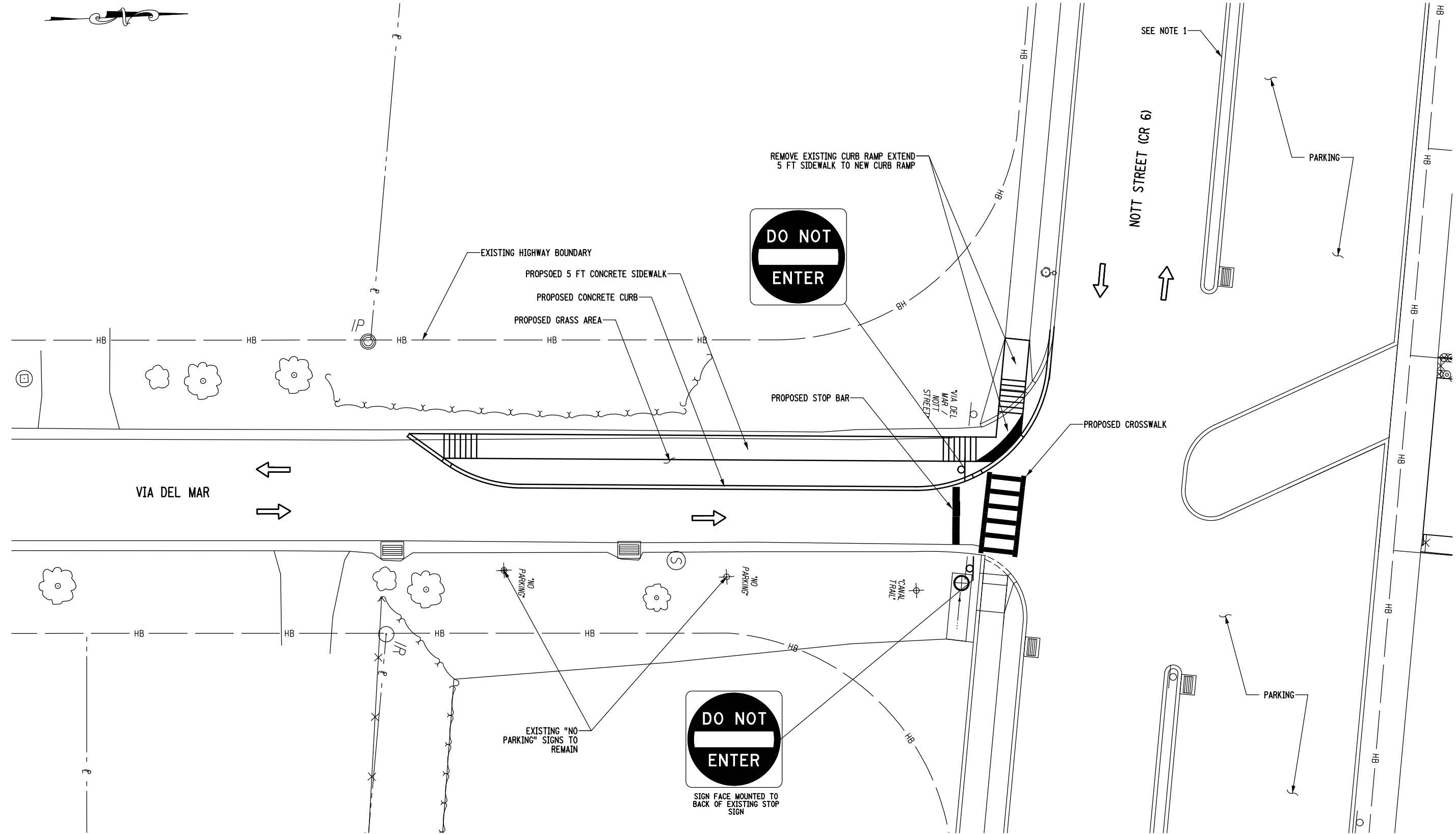


TYPE OF WORK AND DESCRIPTION	CRESCENT RD AND CLIFTON PARK RD ROM CONSTRUCTION COSTS	
	2.1	2.2
<b>CURB, SIDEWALK AND ROADWAY ELEMENTS</b> Remove existing pavement, adjust grade, construct new roadway layout, curbs, sidewalk, striping	\$187,500	\$195,500
<b>SIGNS</b> New and relocated traffic signs	\$2,600	\$4,500
<b>LANDSCAPING</b> Place topsoil, turf establishment, shrub/tree plantings	\$18,300	\$19,000
<b>GENERAL</b> Traffic control, construction stakeout, contractor mobilization	\$10,000	\$10,000
Design Fees & Construction Contingencies (40%)	\$87,400	\$91,600
<b>TOTAL:</b>	<b>\$305,800</b>	<b>\$320,600</b>

# **Attachment 1**

Concept Plans

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NOTES:

1. THE EXISTING CONDITION OF NOTT STREET INCLUDING CURBS, SIDEWALKS AND LANE WIDTHS REPRESENT THE PROPOSED DESIGN OF SCHENECTADY COUNTY'S PIN 1760.60 NOTT STREET SAFETY IMPROVEMENTS. CONSTRUCTION IS SCHEDULED FOR 2021.



Engineering and  
Land Surveying, P.C.  
1533 Crescent Road - Clifton Park, NY 12065

**CONCEPT 1.1A**  
**VIA DEL MAR**  
**TWO-WAY TRAVEL WITH**  
**NO ACCESS FROM NOTT**  
**STREET**

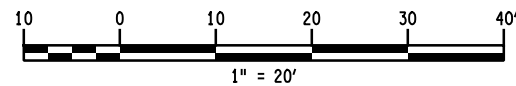
MARCH 2021

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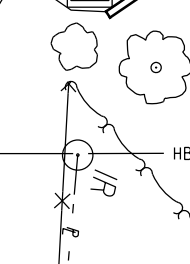
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**1.1A**

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REMOVE EXISTING  
"NO PARKING" SIGN



VIA DEL MAR

EXISTING HIGHWAY BOUNDARY



#### NOTES:

1. THE EXISTING CONDITION OF NOTT STREET INCLUDING CURBS, SIDEWALKS AND LANE WIDTHS REPRESENT THE PROPOSED DESIGN OF SCHENECTADY COUNTY'S PIN 1760.60 NOTT STREET SAFETY IMPROVEMENTS. CONSTRUCTION IS SCHEDULED FOR 2021.



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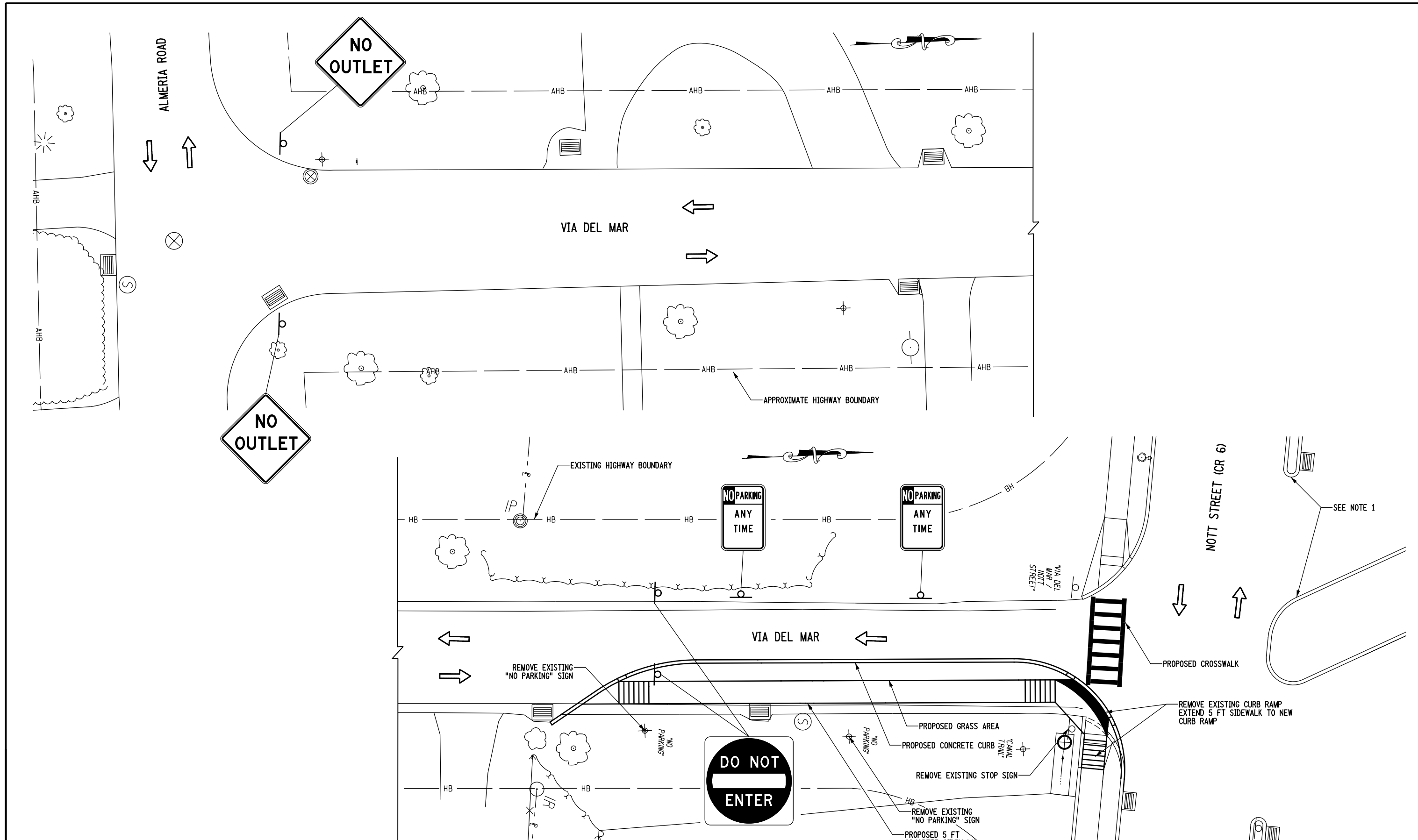
**CONCEPT 1.1B**  
**VIA DEL MAR TWO-WAY**  
**TRAVEL WITH NO**  
**OUTLET TO NOTT**  
**STREET**

MARCH 2021

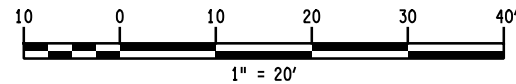
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**1.1B**



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**NOTES:**

1. THE EXISTING CONDITION OF NOTT STREET INCLUDING CURBS, SIDEWALKS AND LANE WIDTHS REPRESENT THE PROPOSED DESIGN OF SCHENECTADY COUNTY'S PIN 1760.60 NOTT STREET SAFETY IMPROVEMENTS. CONSTRUCTION IS SCHEDULED FOR 2021.



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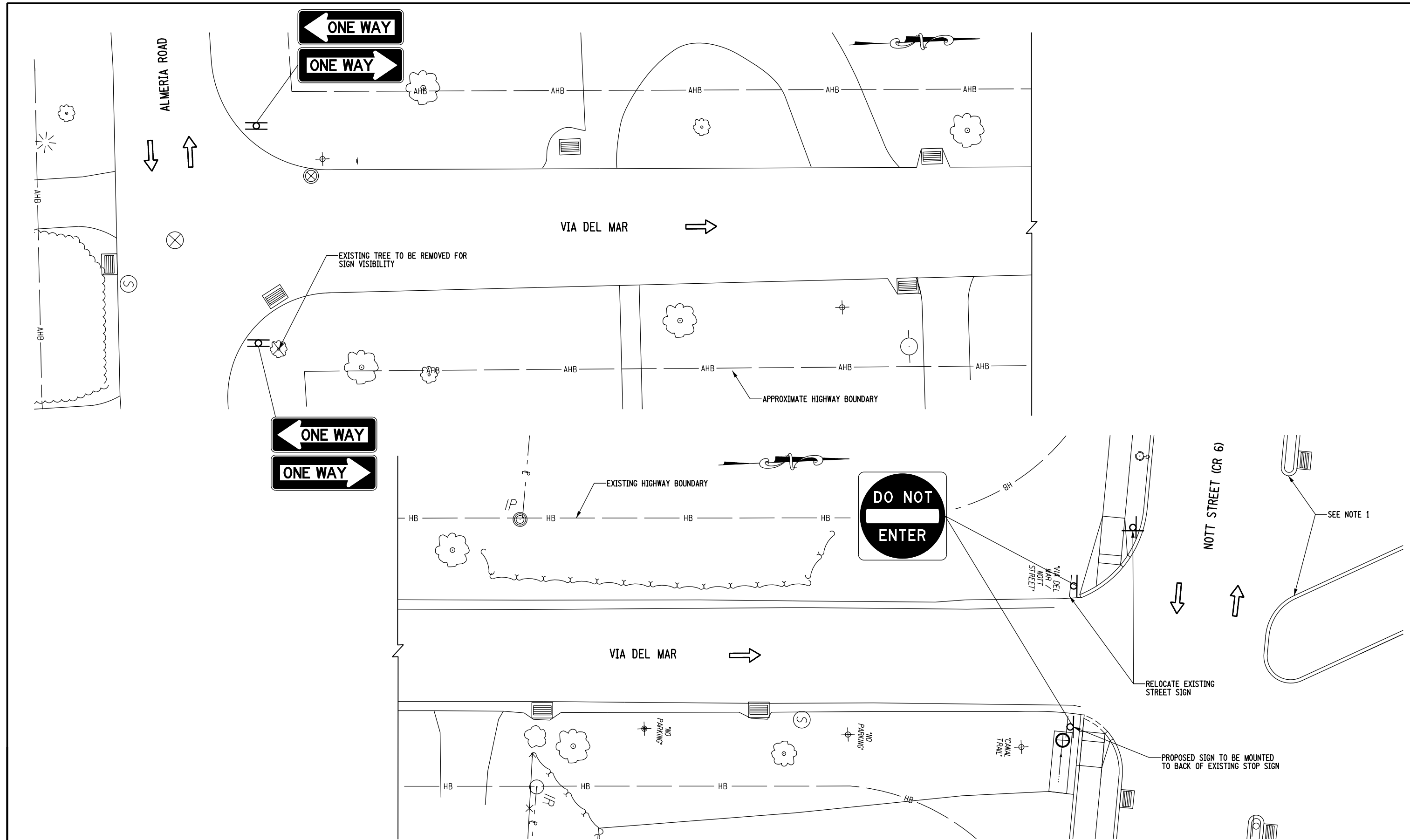
**CONCEPT 1.2A  
VIA DEL MAR  
ONE-WAY TRAVEL  
NORTHBOUND**

MARCH 2021

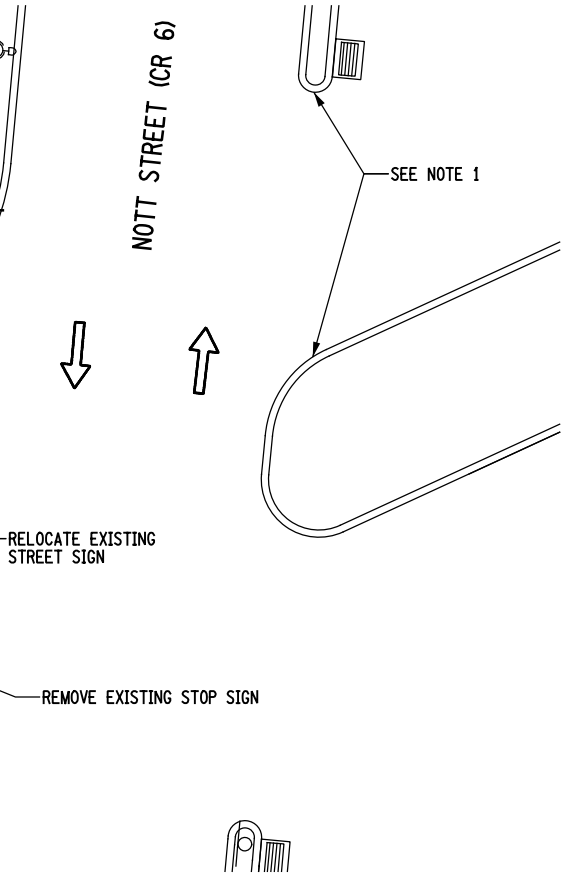
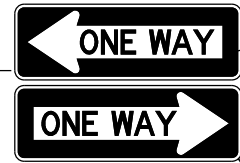
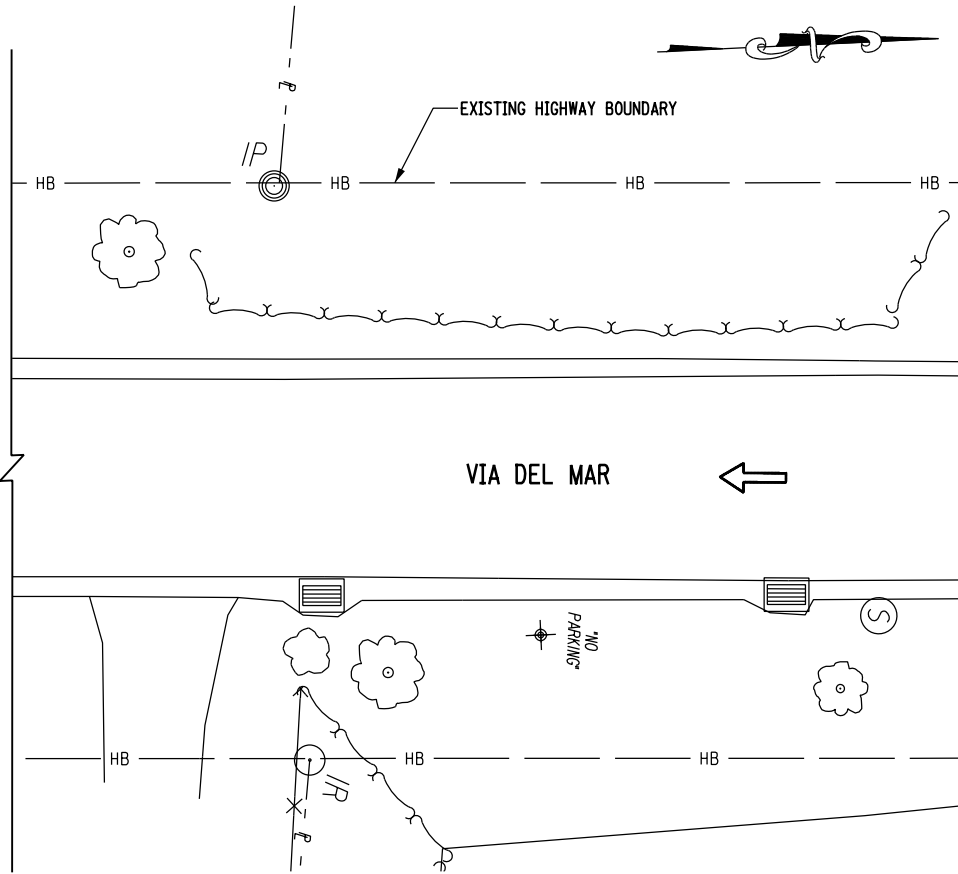
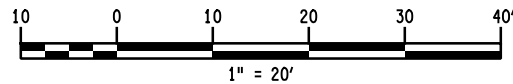
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NOTES:

1. THE EXISTING CONDITION OF NOTT STREET INCLUDING CURBS, SIDEWALKS AND LANE WIDTHS REPRESENT THE PROPOSED DESIGN OF SCHENECTADY COUNTY'S PIN 1760.60 NOTT STREET SAFETY IMPROVEMENTS. CONSTRUCTION IS SCHEDULED FOR 2021.



Engineering and  
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1533 Crescent Road - Clifton Park, NY 12065

**CONCEPT 1.2B  
VIA DEL MAR  
ONE-WAY TRAVEL  
SOUTHBOUND**

MARCH 2021

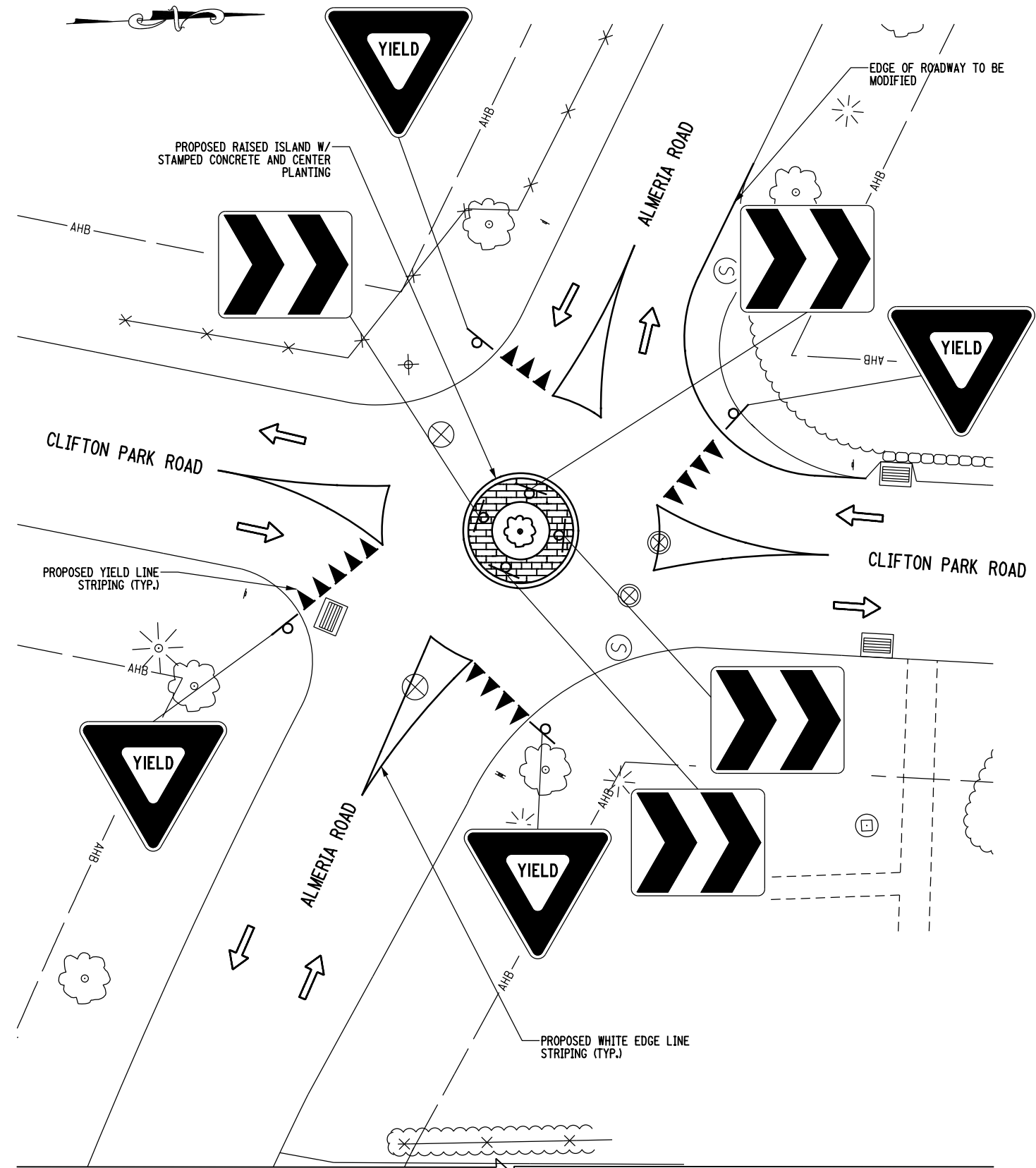
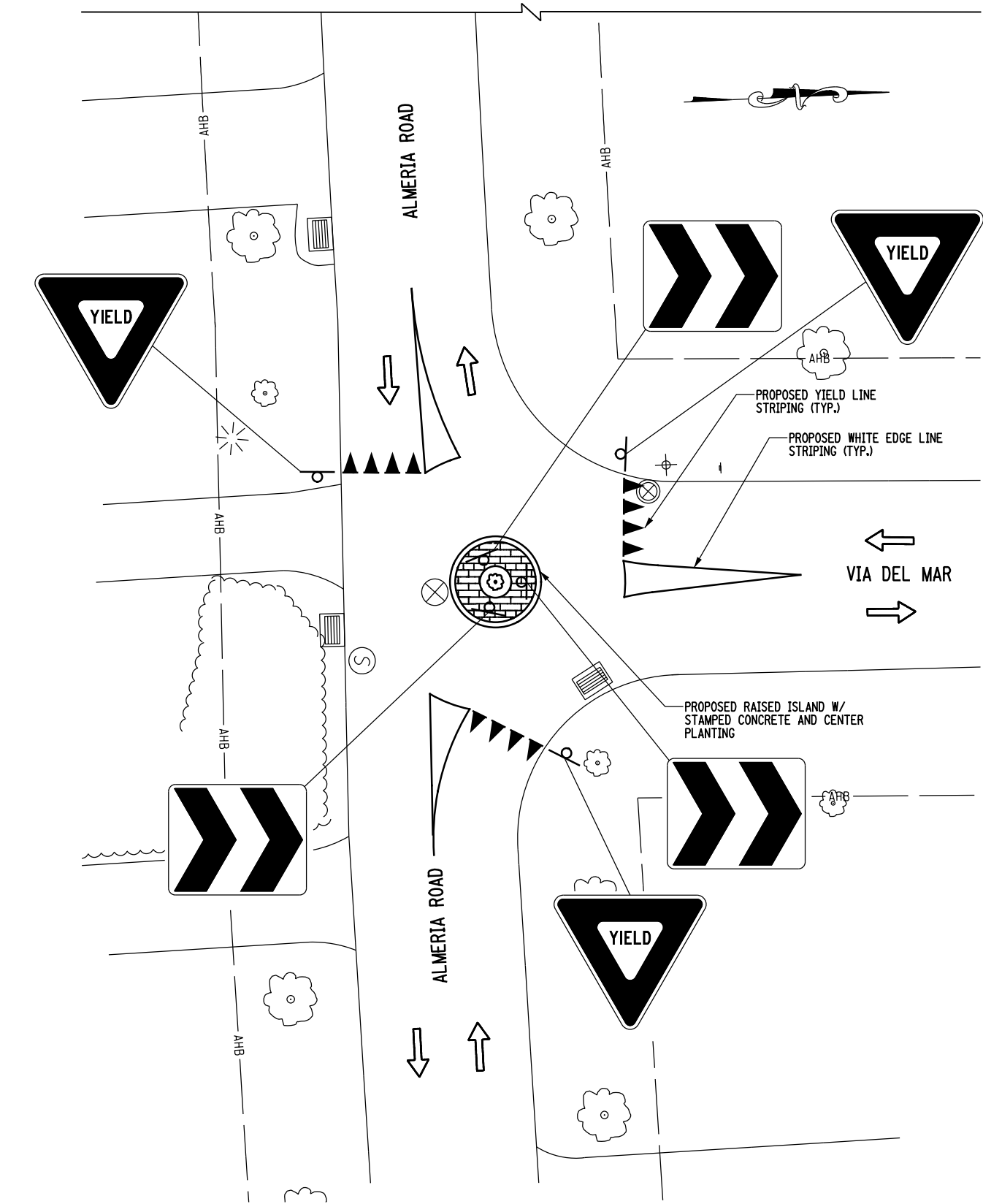
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**1.2B**

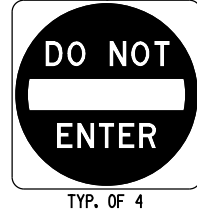
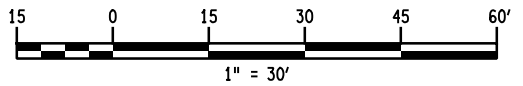
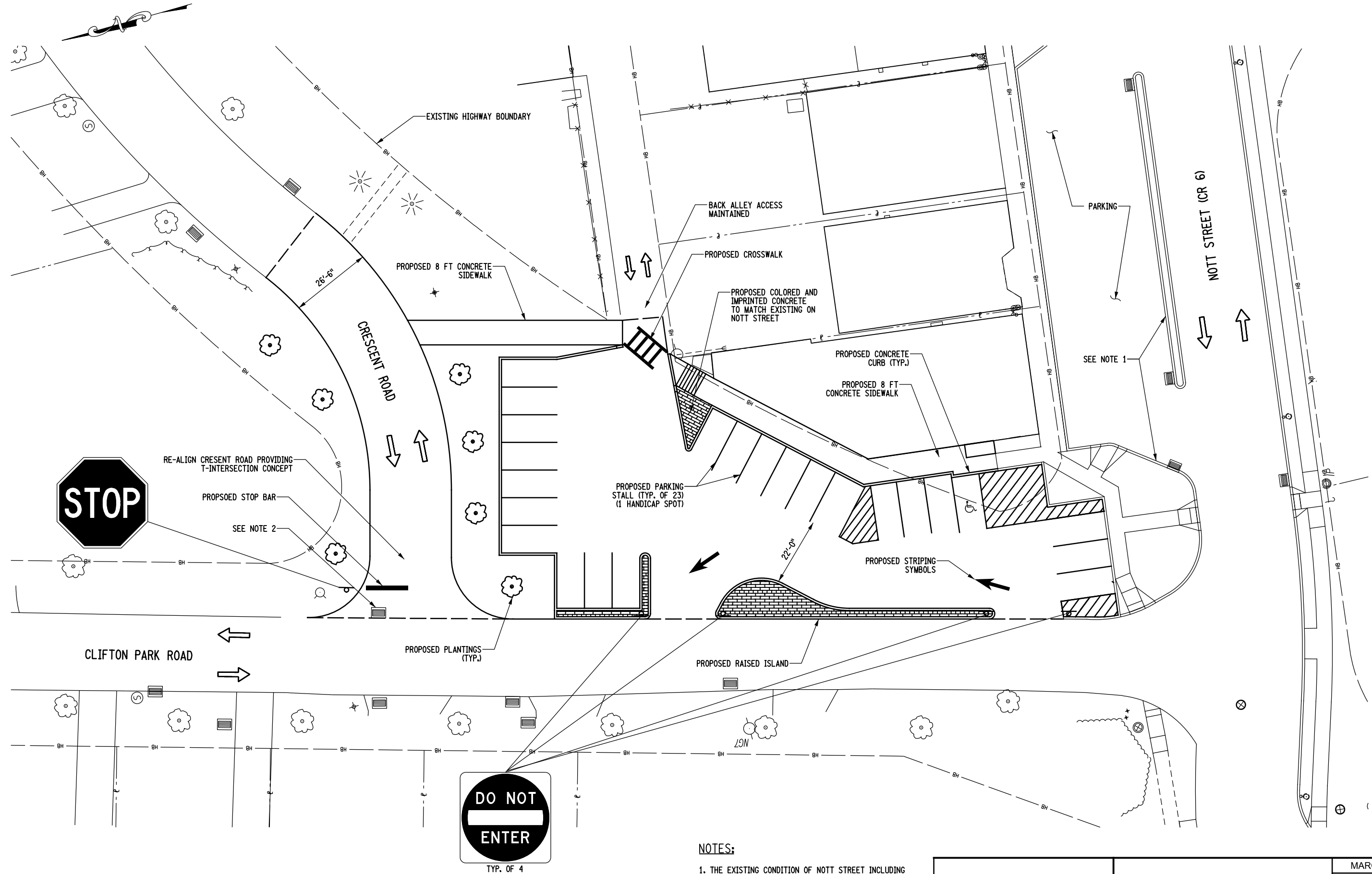


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DATE/TIME = 3/9/2021 9:48:18 AM  
USER = amushaw



**NOTES:**

1. THE EXISTING CONDITION OF NOTT STREET INCLUDING CURBS, SIDEWALKS AND LANE WIDTHS REPRESENT THE PROPOSED DESIGN OF SCHENECTADY COUNTY'S PIN 1760.60 NOTT STREET SAFETY IMPROVEMENTS. CONSTRUCTION IS SCHEDULED FOR 2021.
2. DRAINAGE MODIFICATIONS TO BE DETERMINED DURING FINAL DESIGN.

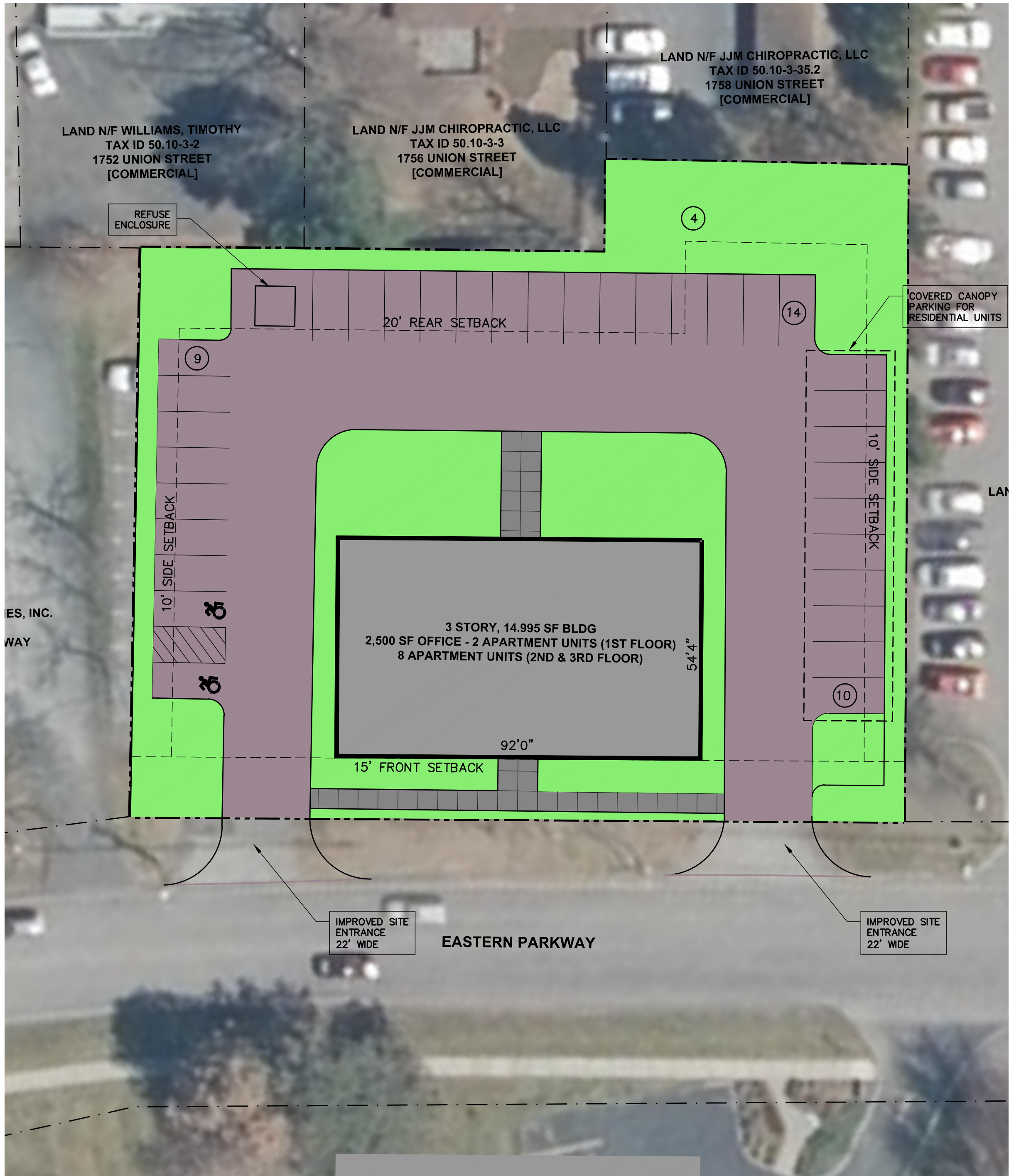
 <b>Engineering and Land Surveying, P.C.</b> <small>1533 Crescent Road - Clifton Park, NY 12065</small>	<b>CONCEPT 3 CRESCENT ROAD / CLIFTON PARK ROAD T-INTERSECTION</b>	MARCH 2021
		MJ PROJ. No.: 701.12
		DRAWING NO. <b>2.2</b>



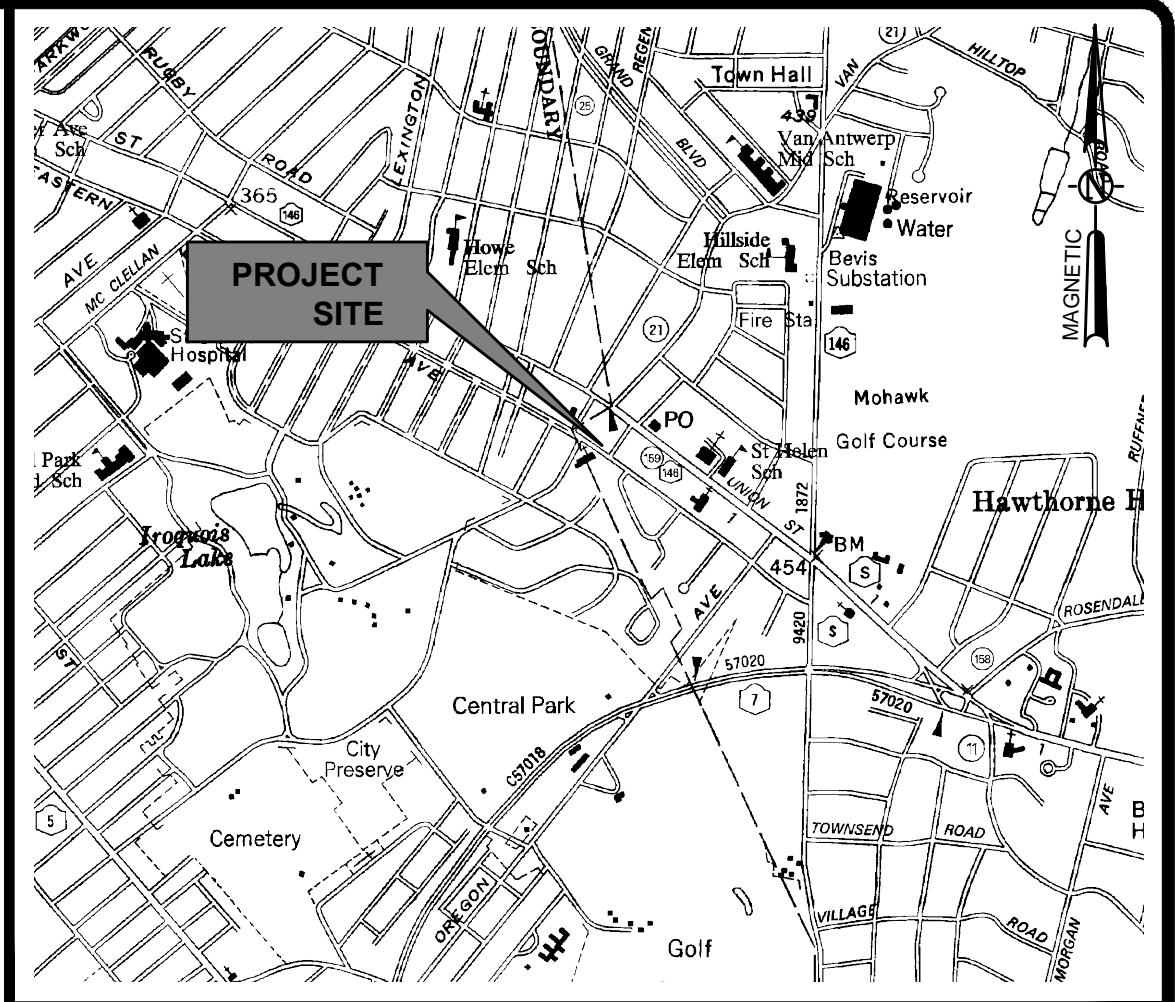
File Name: F:\mjb43\mjb43.13 Nisky - 2143 Eastern Pkwy Mixed Use\643.13 CONCEPT PLAN 2021.02.20.dwg (Layout: S1)  
Date: Mon, Feb 22, 2021 - 11:33 AM (Name: jbianchi)



1 EXISTING CONDITIONS  
SCALE: 1" = 20'



2 CONCEPT SITE PLAN  
SCALE: 1" = 20'



SITE LOCATION MAP  
NOT TO SCALE

**SITE PLAN NOTES:**

- THE PROJECT IS LOCATED WITHIN THE CN NEIGHBORHOOD COMMERCIAL ZONING DISTRICT.
- THE PROJECT IS COMPRISED OF THE FOLLOWING TAX PARCELS:  
50.10-3-32.11 2143 / 2147 EASTERN PARKWAY 0.66 ACRES
- PROPOSAL IS FOR A 14,995 S.F. 3 STORY BUILDING, WITH 2,500 PROFESSIONAL OFFICE (MEDICAL OR NON-MEDICAL) ON FIRST FLOOR AND RESIDENTIAL ON FIRST (REAR PORTION), SECOND AND THIRD FLOORS.
- PROFESSIONAL OFFICE (MEDICAL OR NON-MEDICAL) AND MIXED USE RESIDENTIAL ARE PERMITTED USES PURSUANT TO SECTION 220 OF THE TOWN ZONING IN THE CN DISTRICT.
- THE BULK AREA AND LOT REQUIREMENTS WITHIN THE CN DISTRICT ARE AS FOLLOWS (BULK LOT REQUIREMENTS BASED UPON MEDICAL / PROFESSIONAL AND PARKING BASED UPON MEDICAL PROFESSIONAL AND RESIDENTIAL):

MIN LOT SIZE	REQUIRED 15,000 S.F.	PROVIDED 28,749 SF (0.66 AC)
MIN LOT WIDTH	100 FT	194 FT±
MIN LOT DEPTH	100 FT	141 FT±
MAX BLDG COVERAGE	20%	17%
SETBACKS:		
FRONT	15 FT	15 FT±
SIDE-ONE	10 FT	50 FT±
SIDE-BOTH	20 FT	
REAR	20 FT	52 FT±
MIN LANDSCAPE/OPENSOURCE	25%	33%±
PARKING	1/175 SF + 2 / RES UNIT OR 34 SPACES	35 PROVIDED (INCLUDES 2 ACCESSIBLE SPACES)

- BASED UPON THE ABOVE BULK LOT REQUIREMENTS AS WELL AS OTHER SUPPLEMENTAL REGULATIONS, THE CONCEPT PLAN MEETS APPLICABLE BULK LOT REQUIREMENTS.
- PARKING SPACES SHOWN AT 9x18. A WAIVER WOULD BE REQUESTED FROM THE TOWN STANDARD 9X20 SIZE SPACE.

**UTILITY NOTES:**

- SANITARY SEWER:** THE PARCEL CURRENTLY HAS AN EXISTING SEWER SERVICE LATERAL FROM PUBLIC SEWERS. AS PART OF THE PROJECT IT IS EXPECTED THAT THE EXISTING SEWER LATERAL WOULD BE RE-USED.
- POTABLE WATER:** THE PARCEL CURRENTLY HAS AN EXISTING WATER SERVICE LATERAL FROM PUBLIC A WATER MAIN. AS PART OF THE PROJECT IT MAY BE REQUIRED TO REPLACE THIS EXISTING SERVICE WITH A LARGER DIAMETER SERVICE BASED UPON DOMESTIC AND FIRE PROTECTION NEEDS. THIS IS TO BE CONFIRMED AS PART OF THE DETAILED DESIGN.
- STORMWATER MANAGEMENT:** THE TOTAL SITE DISTURBANCE FOR THE PROJECT IS EXPECTED TO BE GREATER THAN 0.5 ACES, BUT LESS THAN 1.0 ACRES. THE PROJECT IS NOT PART OF A LARGER COMMON PLAN OF DEVELOPMENT. THEREFORE THE PROJECT IS NOT SUBJECT TO THE NYSDEC PHASE 2 STORMWATER REGULATIONS OR GENERAL PERMIT GP-0-15-002 BUT NEEDS TO CONFORM TO THE TOWN OF NISKAYUNA'S CODE, CHAPTER 180, INCREASED IN STORMWATER RUNOFF WILL BE MITIGATED THROUGH SITE SPECIFIC CONTROLS TO BE DEFINED DURING THE DETAILED DESIGN.

**APPLICANT/OWNER:**

LECCE DEVELOPMENT, LLC  
40 BRITISH AMERICAN BLVD  
LATHAM, NY 12110  
PH: 518-782-1929

20' 10' 0 20'  
SCALE: 1"=20'  
FOR REGULATORY REVIEW ONLY

THE ALTERATION OF THIS MATERIAL IN ANY WAY, UNLESS DONE UNDER THE DIRECTION OF A COMPARABLE PROFESSIONAL, (I.E.) ARCHITECT FOR AN ARCHITECT, ENGINEER FOR AN ENGINEER OR LANDSCAPE ARCHITECT FOR A LANDSCAPE ARCHITECT, IS A VIOLATION OF THE NEW YORK STATE EDUCATION LAW AND/OR REGULATIONS AND IS A CLASS "A" MISDEMEANOR.

SUBMITTAL / REVISIONS					
No.	DATE	DESCRIPTION	BY	REVIEWED BY:	DATE
1	7/28/17	SKETCH PLAN SUBMISSION	TEW	JB	7/28/17

PROJ. MANAGER:	JMB
CHIEF DESIGNER:	JMB
DESIGNED BY:	TEW
DRAWN BY:	TEW
CHECKED BY:	JMB





Engineering and  
Land Surveying, P.C.

1533 Crescent Road - Clifton Park, NY 12065

LECCE DEVELOPMENT GROUP, LLC

CONCEPT SITE PLAN

RESIDENTIAL APARTMENTS

2143 / 2147 EASTERN PARKWAY  
TOWN OF NISKAYUNA, SCHENECTADY CO. NY.

SCALE:  
CONTRACT No.: -  
MJ PROJ. No.: 843.12  
DATE: JAN 25, 2018

S1



## Laura Robertson

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**From:** Pemberton & Briggs <pembertonbriggs@wsg.net>  
**Sent:** Tuesday, April 13, 2021 3:00 PM  
**To:** Laura Robertson  
**Cc:** Paul Briggs  
**Subject:** RE: Sidewalk Districts

Dear Laura:

Yes, the Town has the ability to form sidewalk districts that are funded and paid for by the benefited properties.

Formation of such a district would follow the same procedure we have used for lighting districts, park districts, etc.

Very truly yours,

PAUL BRIGGS  
TOWN ATTORNEY  
Town of Niskayuna  
One Niskayuna Circle  
Niskayuna, NY 12309  
Ph: (518) 372-5689  
Fax: (518) 372-5768  
E-Mail: [pembertonbriggs@wsg.net](mailto:pembertonbriggs@wsg.net)

April 12, 2021

Dear Wyoming Avenue Resident,

The Town of Niskayuna is interested in implementing traffic calming measures throughout the Town and in your neighborhood to help reduce traffic speed, discourage motorists from cutting through residential streets and thereby reduce overall traffic volume, and to make the area generally safer for pedestrians and cyclists.

The Complete Streets Committee is researching some traffic calming measures for a potential (short-term) Pilot Project on Wyoming Ave. between McClellan St. and Baker Ave. and **we are seeking your input on traffic issues** while we are in the Pilot Project development phase. If you have any thoughts on issues, needs, or opportunities, please contact Laura Robertson, Town Planner by email at [lrobertson@niskayuna.org](mailto:lrobertson@niskayuna.org) or by calling 518-386-4530. We are really interested to know your opinion on speed, safety, and what you hope to see accomplished in the future to improve pedestrian and bicycle safety on Wyoming Avenue.

Thank you for your time,  
Town of Niskayuna Complete Streets Committee

William Chapman, Chair  
Paulina Manzo - Pilot Project Lead