

TOWN OF NISKAYUNA
Complete Streets Committee
A G E N D A

March 31, 2023

2:30 P.M.

Remote Meeting

I. CALL TO ORDER

II. ROLL CALL

III. PRIVILEGE OF THE FLOOR

IV. MINUTES

1. January 27, 2023
2. March 3, 2023 (February Meeting)

V. OLD BUSINESS

VI. NEW BUSINESS

1. Planning Board Referrals –
 - i. Mohawk Golf Club Proposal
 - ii. 3900 State St
2. Transportation Chapter of Comprehensive Plan – See Comp Plan presentation and draft RFP
3. 2023 Goals and Priority Letters – priorities updated
4. Route 7 Safety and Traffic Calming Measures

VII. DISCUSSION ITEMS

1. Grant Updates – Crosswalks at St Josephs and Upper Union
2. Plum St Sidewalk Progress Report
3. Spring Complete Streets Demonstration Projects
4. Safe Streets and Roads for All (SS4A) preparation for 2023
5. Pedestrian Connections to School Campuses
6. Winnie Road Easement – Audrey Cox

VIII. REPORTS

1. Committee Member Reports

IX. ADJOURNMENT

NEXT MEETING

April 28, 2023 at 2:30 pm (Remote)

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Remote Meeting via Google Meets
Meeting Minutes
January 27, 2023**

Members Present: William Chapman, Chairman
Catherine Kuzman
Ben O'Shea
Karla Duggal
Jim Levy
Andrew Millspaugh
Elise Corbin

Also Present: Laura Robertson, Planner

I. CALL TO ORDER

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

II. ROLL CALL

Ms. Theresa Healy was excused today. Chairman Chapman noted that in 2023 the Committee will have Ben O'Shea serving as co-chair with Chairman Chapman.

III. MINUTES

a. December 9, 2022

Chairman Chapman asked for minor changes to the minutes. Chairman Chapman made a motion to approve the amended minutes and it was seconded by Ms. Corbin. The amended minutes were approved unanimously.

PUBLIC CONCERNS

There were no public concerns today

IV. OLD BUSINESS

No old business at this meeting.

V. NEW BUSINESS

1. Planning Board Referrals – New Projects
 - i. Mohawk Golf Club (attached)
 1. Mini-roundabout

Ms. Robertson shared her screen to detail the project. In response to public comment regarding speeding and lack of attention paid to stop signs, a mini roundabout had been proposed. Ms. Robertson said this may be helpful as it would force drivers to slow down. The proposal was not

received well by residents at the last Planning Board meeting. Ms. Robertson recommended public outreach due to misconceptions about traffic calming roundabouts. She noted one of the problems with this roundabout is that it had a fourth leg that opened directly into a resident's driveway.

Chairman Chapman recommended finding smaller roundabouts to point out to residents for learning purposes, that they could tell be about to try and drive through. Mr. Levy noted that moving the roundabout to a different location would lead to loss of resident property which would create other issues.

2. Multi-use path connection

Ms. Robertson showed that the applicants detailed a multi-use path that would connect East Country Club Dr. and Ruffner Rd. Ms. Robertson noted that the developers seemed open to making this connection possible.

Mr. Levy recommended street trees be placed along the path in order to create an extra buffer with the homes that will line it.

Ms. Robertson said that a fence could be put in as well at the developer's expense if the homeowners would like as an additional buffer from the path.

Chairman Chapman recommended that near the homes the path stay narrower at 5' wide and expand closer to Ruffner Rd. on Town property.

Ms. Duggal voiced approval for a design that offered a road entrance and exit from both S Country Club Dr. and Rowe Rd. Ms. Robertson said that while that would have more connectivity it would increase traffic significantly through Rowe Road.

Chairman Chapman echoed Ms. Duggal's points about greater connectivity from that approach and said it would make it so people would not have to utilize the busier roads as much.

Ms. Robertson said that the Planning Board was concerned about the increase in traffic that Rowe Rd would receive. Ms. Duggal recommended having the Planning Board look at the option with greater connectivity, along with Mr. Millspaugh.

Ms. Robertson summarized the Committee's comments to the Planning Board by saying they wanted to look at the project from a connectivity perspective aligned with Complete Streets ideals along with looking into widening the multi-use path closer to Ruffner Rd. Chairman Chapman reminded Ms. Robertson to talk about increased street trees as well.

ii. 3900 State St, Union St. Projects.

Ms. Robertson displayed the site on 3900 State St. and briefly described the project. Ms. Robertson noted that there are no sidewalks on S Fagan Ave. however the road is wide enough to accommodate them. Chairman Chapman said asking the applicant to provide sidewalks on that

90 area should be looked into. Chairman Chapman stated the Town of Colonie may be amenable to
91 extending the sidewalk into their boundaries from State St. down to Albany St. on S Fagan Ave.
92 Ms. Corbin noted that the current shoulder on the road is very narrow and unsafe for walking as
93 it is.

94 95 2. Transportation Chapter of Comprehensive Plan

96
97 Chairman Chapman recommended all members read chapter 7 of the comprehensive plan to spot
98 which areas can be improved upon or expanded on for the new edition.

99 Mr. Levy requested the Comprehensive Plan Committee give guidance on what sort of input they
100 would like the Complete Streets Committee to give. Mr. Levy also noted that increased mapping
101 could be a benefit to the plan.

102 103 3. 2023 Goals and Priority Letters

104
105 Chairman Chapman detailed the goals listed for 2023.

106
107 Ms. Robertson recommended adding a “grants and funding” category to the goals. Chairman
108 Chapman was receptive to this and wanted the Committee to be very aggressive about pursuing
109 funds and being assertive about which projects can be completed in Niskayuna. Ms. Robertson
110 also recommended that crosswalks get a higher emphasis outside of just general “infrastructure”
111 goals.

112
113 In regards to the State priority letters, Chairman Chapman expressed concern with priority 2
114 which was getting a crosswalk at Craig Elementary School. Chairman Chapman stated that doing
115 so may encourage children to cross Balltown Rd. when there is no crossing guard present. Mr.
116 Levy said the second priority would go in conjunction with the first, and therefore if a school
117 zone were established it would create better conditions for children to safely cross the street.
118 Chairman Chapman proposed having a priority item of a crosswalk on Hickory at Troy-
119 Schenectady Rd. ahead of the Craig Elementary crosswalk.

120
121 Chairman Chapman said his top County priority would be to have a full Safe Streets for all
122 application. Ms. Robertson and Chairman Chapman confirmed that County priority 2 had
123 received funding and would be implemented, and therefore should be taken off the priority list.
124 Chairman Chapman asked to the possibility of instituting a bollard in crosswalks on County
125 roads. Mr. Levy said that “stop for pedestrian” signs have been shown to be effective, cheap and
126 easily movable for plows or other reasons.

127
128 Chairman Chapman reiterated that the County goals would be 1) A bundled coordinated plan for
129 Safe Streets for All 2) A crosswalk at the intersection of Nott St. and Regent St. and 3)
130 crosswalks and sidewalks on Rosendale Rd. to Lisha Kill. Ms. Robertson noted that bollards
131 have very different connotations from the signs Mr. Levy was discussing, and therefore that term
132 should not be used when talking with the County. Mr. Levy recommended the Police chief be
133 updated with potential “stop for pedestrian” sign plans. Ms. Duggal stated that Rosendale Rd.
134 residents reaching out to the County may be beneficial to getting sidewalks implemented.

In regards to priority for the school district, Chairman Chapman placed designating Craig Elementary as a school zone as the top priority. Chairman Chapman questioned the second priority of adding a crosswalk to Craig, as Balltown is a State road and may be better suited as a State priority. Chairman Chapman was supportive of priority 3 of paving the path between Rosendale Elementary and River Road Park.

The priority list for the Town of Niskayuna had 1) a sidewalk on Cornelius St. and 2) a sidewalk on Birchwood Ln. to Route 7. Priority 3 was a sidewalk on Plum St, which is underway so Chairman Chapman recommended switching that to complete the asphalt trails in River Road Park from Hempstead Rd. to the school district boundary.

Mr. Levy was supportive of the three listed priorities. Mr. Levy recommended adding more language detailing the discussions had with neighbors regarding priority 2 and the safety concerns those neighbors currently have with that road.

VI. DISCUSSIONS

1. Grant Updates – Crosswalks at St Josephs and Upper Union

Ms. Robertson stated the crosswalk at St. Josephs had been pushed to the spring. Ms. Robertson updated the Committee that the push button for Upper Union was not yet in place, as they had previously thought it was, and will be implemented in the spring as well.

2. Plum St Sidewalk Progress Report

Ms. Robertson stated she had been having discussions with the engineer to update the specifications on a concrete sidewalk. Quotes will likely be put out for this in the next couple of weeks.

3. Spring Complete Streets Demonstration Projects

Ms. Robertson stated her support for a subcommittee on the demonstration projects. Ms. Robertson also furthered her earlier point that she would like to see more public outreach regarding mini roundabouts, as there seems to be a misunderstanding around them in the community.

4. Safe Streets and Roads for All (SS4A) preparation for 2023

Chairman Chapman stated that numbers needed to be compiled for rough costs regarding priority items.

5. Pedestrian Connections to School Campuses – Tully Letter / Birchwood Comment

Chairman Chapman said he would write a thank you letter regarding the November 30 meeting and would continue to reinforce input that the Committee has had to the School Board.

6. Winnie Road Easement – Audrey Cox

Ms. Robertson said there were no substantive updates regarding this. Ms. Robertson said a map presentation could be compiled to show the current property owner. Chairman Chapman said this would be a relatively inexpensive expense that would get more people using the Mohawk-Hudson Bike-Hike Trail. Ms. Robertson recommended adding this as a fourth item to the Town priority letter.

VII. REPORTS

Ms. Robertson assured the Committee that she would send them Chapter 7 of the Comprehensive Plan and reach out to the Comprehensive Plan Committee to see exactly what input was needed.

VIII. ADJOURNMENT

Chairman Chapman made a motion to adjourn. Seconded by Ms. Corbin. The meeting was adjourned at 4:00pm.

**TOWN OF NISKAYUNA
COMPLETE STREETS COMMITTEE
Remote Meeting via Google Meets
Meeting Minutes
March 3, 2023**

Members Present: William Chapman, Chairman
Catherine Kuzsman
Karla Duggal
Jim Levy
Theresa Healy
Andrew Millspaugh

Also Present: Laura Robertson, Planner

I. CALL TO ORDER

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

II. ROLL CALL

Ms. Corbin and Mr. O'Shea were excused today.

III. MINUTES

No minutes available for this meeting.

IV. PUBLIC CONCERNS

There were no public concerns today.

V. OLD BUSINESS

There was no old business today.

VI. NEW BUSINESS

1. Planning Board Referrals – New Projects

i. Mohawk Golf Club

Ms. Robertson updated the committee that the public hearing that was called for regarding scheme 1 on March 13 had been cancelled at the Mohawk Club's request. The Club instead would like to pursue scheme 2, which she showed on the shared screen to the committee. Scheme 2 was a design that showed the primary vehicle access coming in off a paper street on Ruffner Road and did not require removing a single family home.

Although the Committee previously recommended schemes that showed more connectivity, the Planning Board feared increased traffic in certain areas made them not preferable. Rowe Rd specifically would suffer from the increased traffic.

A multi-use path between E Country Club Dr and Ruffner Rd had been discussed by the Planning Board although that is not depicted on these proposals. Ms. Robertson pointed out more locations for potential walking paths that would connect to Rowe Rd and Ruffner Rd. Ms. Robertson noted logistical issues with any Ruffner Rd path as it would likely be adjacent to the golf course.

Ms. Healey noted that while there would be difficulties connecting neighborhoods through the golf course, if there is ever a time to pursue that it would be now while the Club is in front of the Planning Board. Mr. Levy echoed these thoughts, stating that connectivity between Country Club Estates, Ruffner Rd and Rowe Rd should be pursued.

Ms. Robertson discussed a potential path that would connect between two houses on Ruffner Rd. Currently that is planned to be an emergency access point for the subdivision that will be grassed, and the neighbors may object to a paved multi-use path there.

Ms. Duggal questioned how there would be increased traffic on Rowe Rd. Ms. Robertson showed how if the Country Club Estates were connected to Rowe Rd. that connection would be the easiest way for residents to travel north, leading to increased traffic on Rowe. There are over 100 homes in the Country Club Estates that would severely impact Rowe.

Ms. Robertson clarified that the Committee's recommendations for the Planning Board would be to push for more pedestrian connections to Rowe Rd and Ruffner Rd.

4. Route 7 Safety and Traffic Calming Measures

As Ms. Kuzsman had to leave early, the Committee jumped ahead to New Business Item 4. Due to the four fatalities that have occurred on Route 7 over the last 12 months, Ms. Kuzsman said the Department of Transportation was looking at ways to reduce speed on the road. Ms. Kuzsman noted that increased law enforcement could not be the sole method of slowing traffic. Given the high volume of incidents that have occurred, now is a good time to push for actions to be made to mitigate the danger of traffic.

1. Planning Board Referrals – New Projects (continued)

i. 3900 State St, Union St. Projects

Ms. Robertson said that while the Committee's request to have a sidewalk from State St. to Albany St. was relayed to the applicants, the newest drawings only show a sidewalk in front of the proposed new parking lots.

Chairman Chapman asked Ms. Robertson again to ask the applicants to take the sidewalk all the way to Albany St.

The drawing also included a depiction of the drop-off route that trailers would use to deliver new cars. Ms. Robertson noted that there were no details on where the parking/unloading would occur on the property, just the route the trailers would take.

Chairman Chapman asked if the applicant could lower the amount of parking spaces to make room for offloading. Mr. Levy suggested that they park the trailers on the proposed path within the parking lot and offload there. Mr. Levy said that area was wide enough to accommodate both the trailer and cars driving through the area. This would increase overall safety of the situation for both the employees and neighbors.

ii. 31 East Street

Ms. Robertson outlined the brief details regarding the property, including its proximity to the Mohawk-Hudson Bike-Hike Trail.

Chairman Chapman asked if there was any possibility of getting increased parking for the MHBHT, as there are a few spots located right near this site. Ms. Robertson noted that there is a wildflower field where more parking spaces would need to be paved, so that might be an issue that other Boards would take issue with.

Ms. Healey and Ms. Robertson outlined other spaces that have access to the Trail that are very close to that site, lowering the need for increased parking spaces.

Ms. Robertson stated for the Council that all current outdoor storage will cease to exist with the new owners, and the new owners have also committed to further landscaping of the area. Mr. Millspaugh said that as much landscaping and screening along the MHBHT as possible would be a good thing.

Mr. Levy mentioned that if any fencing is to be added to the property, more natural looking fencing would be preferred.

iii. The Broken Inn

Ms. Robertson described updates for this project such as the parking spaces being modified so cars would not be backing out directly onto Clifton Park Rd.

Chairman Chapman detailed his desire to clean up the intersection with Crescent Rd and stated that a T-intersection would be desirable although not shown on these plans. Ms. Robertson responded saying that the Town is planning something more for this area in the future that could address these concerns, and therefore The Broken Inn's parking plans may be temporary depending on future modifications to the intersection.

It was emphasized that there still needs to be more done for safety reasons at the Clifton Park/Crescent Rd intersection.

Mr. Levy suggested that doing a demo project to gauge public opinion could be an option the Town might consider. Mr. Levy said that if cones were placed where the parking would be with temporary paint could be easily done.

iv. Rivers Ledge of Niskayuna Phase 2

110 Ms. Robertson showed brief changes, such as public parking located on site that would connect
111 to the MHBHT. Ms. Robertson said a sidewalk connection down Aqueduct Rd. however due to
112 wetland issues that was not deemed feasible.

113 Ms. Robertson noted that as Rivers Ledge could not make underground parking possible they are
114 still configuring garages on their site.

115 Mr. Millspaugh recommended looking into a communal bike rack, bike pump and bike repair
116 station to be located by the public parking spaces. Ms. Robertson said she would bring it up to
117 the applicants. Mr. Levy said this could be good to put closer to the commercial end of the
118 building where there are more security features to deter vandalism.

119 Chairman Chapman asked about the possibility of a bathroom for trail users to utilize. Ms.
120 Robertson said that there is a public bathroom close by, and therefore that would not be needed
121 here.

122 Mr. Levy stated he would like to see increased landscaping around the proposed garages, as
123 building garages would entail taking down more greenery. A stronger buffer between the garages
124 and the bike trail would be preferred.

125 v. Polsinelli Dr. Subdivision

126 Chairman Chapman wondered if a bike trail through that wooded area would be possible,
127 however Ms. Robertson reminded him that much of that area is wetlands.

128 Ms. Robertson showed that as homes will be built on these lots and all is privately owned, a
129 public preserve area would not work here.

130 Ms. Robertson stated that the only access way to the future houses would be via Polsinelli Dr.

131 Chairman Chapman recommended the Town look into a conservation easement for the
132 undeveloped land if possible.

133 Mr. Levy mentioned his desire to have a Complete Streets fee for new lots such as this that
134 would pay a fee if sidewalks or multi-use paths were not added in their development.

135 **2. Transportation Chapter of the Comprehensive Plan**

136 Chairman Chapman asked if the Comprehensive Plan Committee would be open to the Complete
137 Streets Committee writing the Transportation Chapter of the 2023 Plan, or if general comments
138 and recommendations were preferable.

139 Ms. Duggal noted that the 2013 Plan did not have as many specific goals and implantation
140 strategies regarding Complete Streets, and would like that to change in 2023. Ms. Duggal felt as
141 if there were times where the 2013 Plan focused heavily on specific roads such as Balltown, and
142 would like for the 2023 Plan to be more encompassing of the entire Town.

Chairman Chapman summarized Ms. Duggal's comments by stating the Plan should outline what types of streets are in the Town, what issues are present on these streets how Complete Streets goals can mitigate these issues. Chairman Chapman emphasized that there must be an emphasis on bicycles and pedestrians not just car transportation. Chairman Chapman said that prior successes and shortcoming in regards to Complete Streets should be added to the Plan.

Ms. Duggal referenced other plans that she had looked at, and would like to incorporate more community education elements into Niskayuna's plan.

Mr. Levy reminded the Committee that they do not have to go outside the box with recommendations, and that there are many organizations with well laid out Complete Streets ideas and strategies.

Chairman Chapman agreed with Mr. Levy, but also mentioned specifics regarding Niskayuna should be added to make the Town more walkable and navigable. Mr. Levy said that any charts or data provided by the Committee should be included as an appendix to the Plan.

Ms. Robertson said the timeline for Comprehensive Plan completion is lengthy, however input from the Committee does not need to wait and can make recommendations now. Ms. Robertson said the best way to proceed would be to collect all Complete Streets comments and recommendations, then pare them down and synthesize them before sending to the Comprehensive Plan Committee.

Ms. Healey volunteered to synthesize people's comments if the Committee wanted to send her their thoughts.

Mr. Levy said he would pull together general Complete Streets and walkability recommendations from a variety of organizations to send out for the Committee to analyze.

3. 2023 Goals and Priority Letters

Chairman Chapman said a lot of the objectives regarding the goals was to monitor potential funding opportunities to see if they can be paired with Complete Streets goals.

It was recommended that findings from the previous Town survey should be written up as the first goal under Public Education.

Chairman Chapman also recommended following through with the School District on connecting Complete Streets ideas, specifically in regards to a sidewalk going from the School's property to the sidewalk at Hillside Elementary.

In regards to Ms. Duggal's question about sidewalks on Grand Blvd. Ms. Robertson said that the County sent two grant applications to the State. The first was to repave the road with added bike lanes and crosswalks. The second addressed sidewalks that would run up and down Grand. The first grant was the only one that was funded.

Chairman Chapman said that the goal of contributing on the Transportation Chapter of the Comprehensive Plan would be moved up to the second priority.

179 Mr. Levy stated that even though the information from the survey was 2 years old, the responses
180 were good and the issues have not changed, and therefore will still be valuable.

181 In regards to priority letters, Chairman Chapman said that he had a productive meeting with the
182 School District, who seemed open to Complete Streets input. In this meeting, the schools
183 discussed with the district architect that plans should be made for each campus to make them
184 more accessible and safe for bikers and pedestrians.

185 Chairman Chapman expressed his desire to sit down with the County manager to discuss how
186 County goals could be accomplished.

187 Chairman Chapman wanted to remind the Committee that when moving forward with the State it
188 was important to discuss all State road issues, not just the problems along Route 7. Even if the
189 projects cannot be completed immediately, they will still be on the State's radar which Chairman
190 Chapman said is a good start.

191 Ms. Robertson recommended taking the priority letters to the Town Supervisor to make sure that
192 she approves of all the goals and priorities. She also recommended sending the letters to the
193 Economic Development Committee and potentially have the Town Board pass a resolution in
194 support of them.

195

196 **II. DISCUSSIONS**

197 1. Grant Updates – Crosswalks at St Josephs and Upper Union

198 Ms. Robertson stated that the crosswalk keeps rising in cost, and she is having discussions with
199 the contractor to bring the project back into budget. It is still hoped that the project will be
200 finished in the spring, however staying in budget is a concern.

201 2. Plum St Sidewalk Progress Report

202 Ms. Robertson stated that the next stage entails putting the project out for bid, which has not yet
203 been done.

204 3. Safe Streets and Roads for All (SS4A) preparation for 2023

205 Ms. Robertson said there will be a meeting between the Planning Department, Complete Streets
206 Committee and the Supervisor's office to meet with a grant writer for SS4A that is for 3/9 at
207 3pm.

208 Chairman Chapman said he would not be in town on the 9th but would like to attend virtually.

209 Ms. Robertson clarified that the meeting was only to talk with the grant writer and discuss
210 complete streets priorities and look for grants.

211 Ms. Healey said she would also like to attend the meeting.

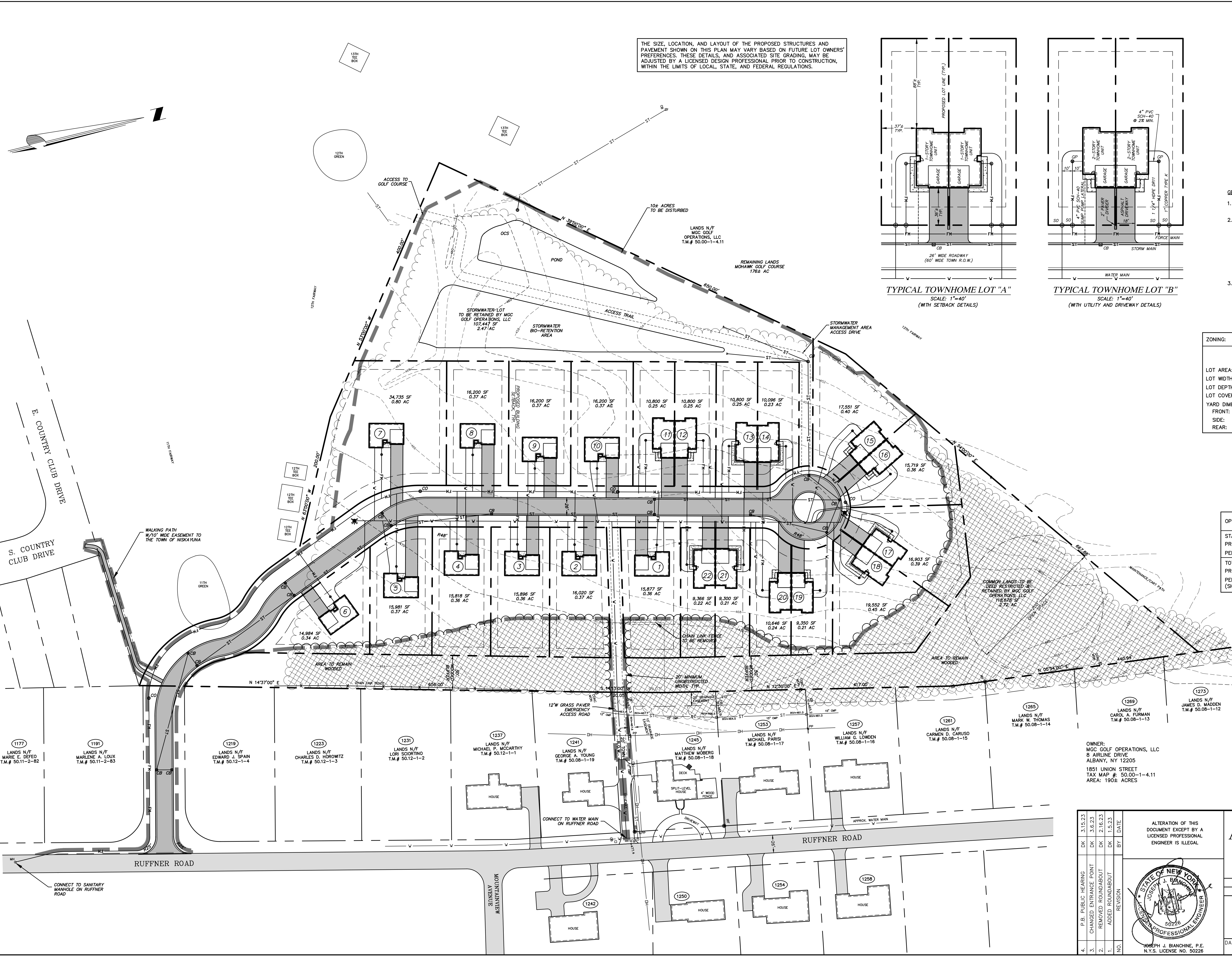
212 **III. REPORTS**

213 There were no Committee Reports this meeting.

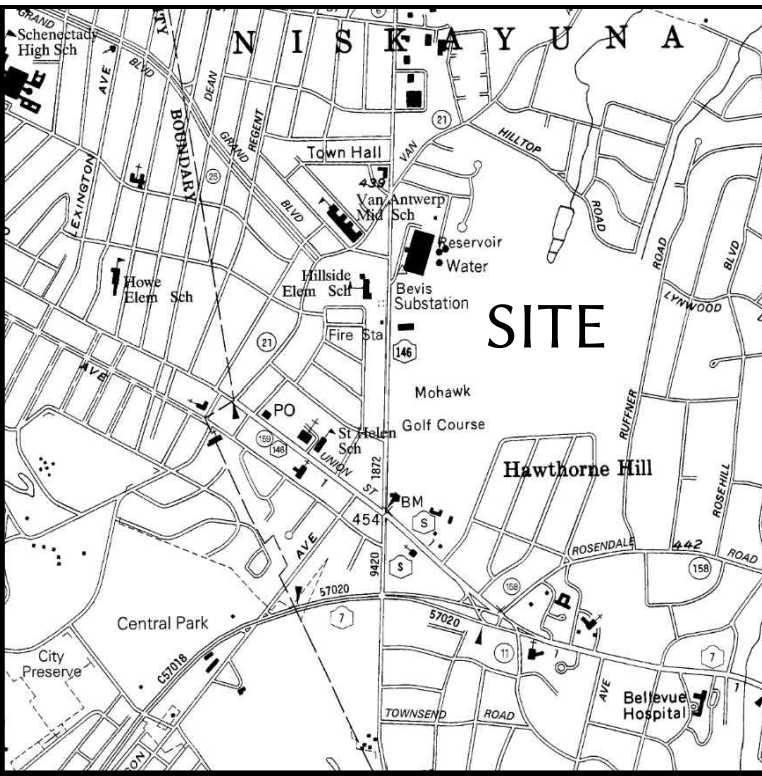
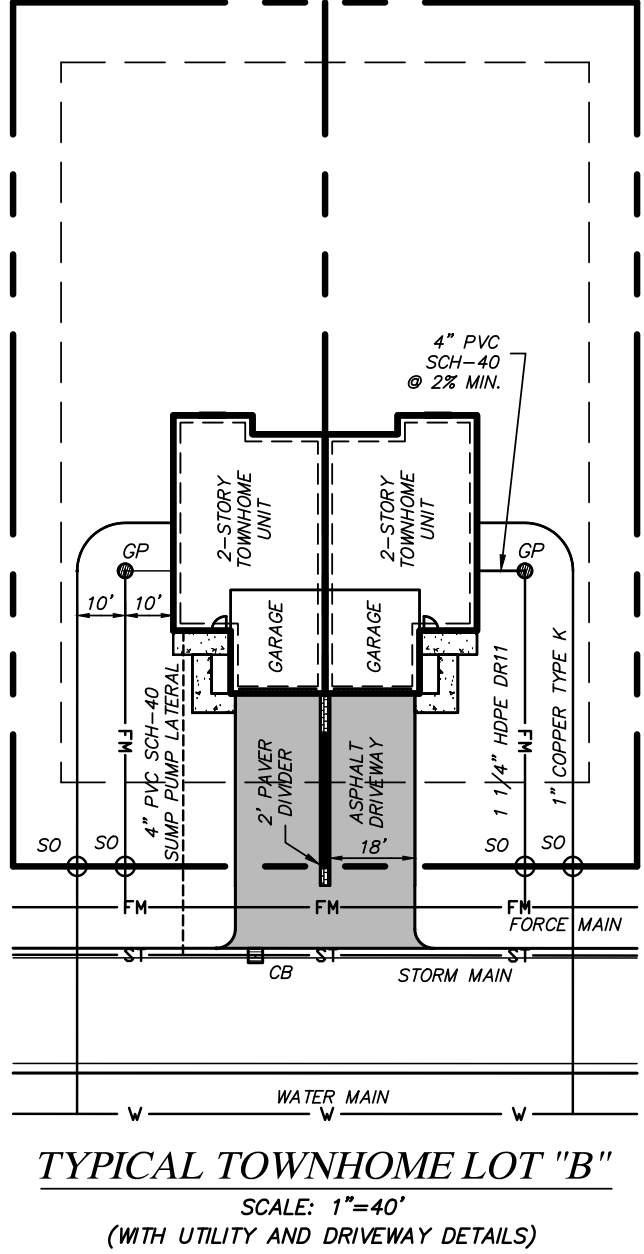
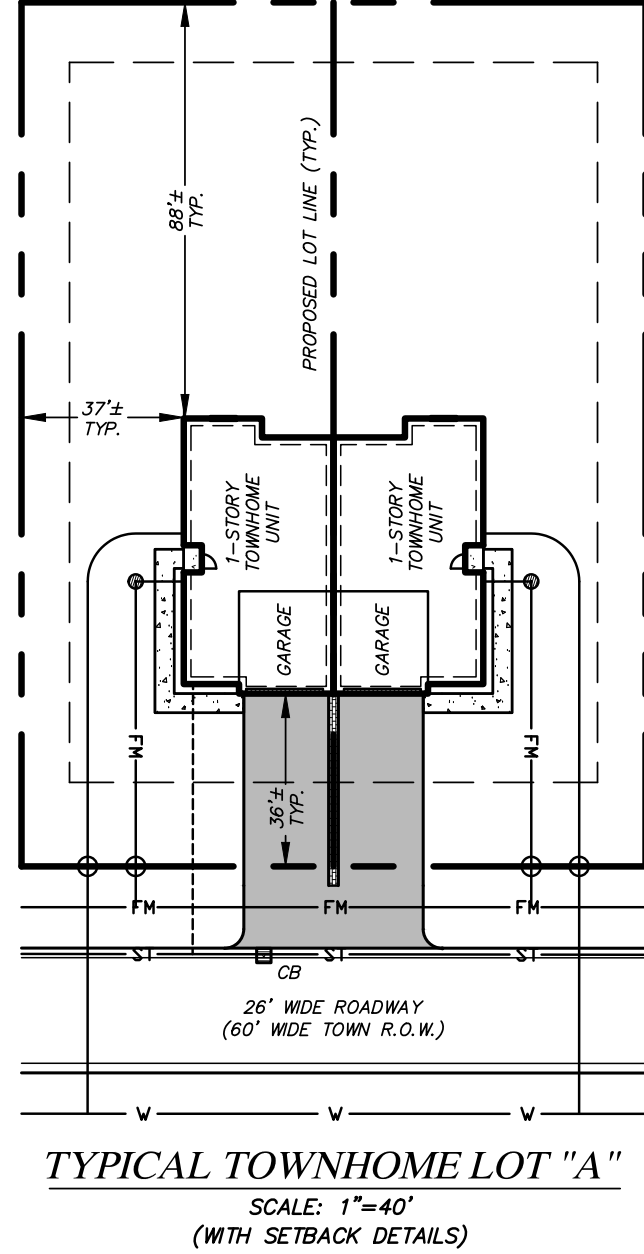
214 **IV. ADJOURNMENT**

215 Chairman Chapman moved to adjourn the meeting at 4:00pm.

DRAFT



THE SIZE, LOCATION, AND LAYOUT OF THE PROPOSED STRUCTURES AND PAVEMENT SHOWN ON THIS PLAN MAY VARY BASED ON FUTURE LOT OWNERS' PREFERENCES. THESE DETAILS, AND ASSOCIATED SITE GRADING, MAY BE ADJUSTED BY A LICENSED DESIGN PROFESSIONAL PRIOR TO CONSTRUCTION, WITHIN THE LIMITS OF LOCAL, STATE, AND FEDERAL REGULATIONS.



SITE LOCATION

- GENERAL NOTES:
- BASE MAPPING PREPARED BY ABD ENGINEERS, LLP FROM A FIELD SURVEY COMPLETED IN JUNE 2021, AND GIS INFORMATION.
 - THE PLANS SHOW SOME KNOWN SUBSURFACE STRUCTURES, ABOVEGROUND STRUCTURES AND/OR UTILITIES BELIEVED TO EXIST WITHIN THE WORKING AREA. EXACT LOCATION OF WHICH MAY VARY FROM THE LOCATIONS INDICATED. IN PARTICULAR, THE CONTRACTOR IS WARNED THAT THE EXACT OR EVEN APPROXIMATE LOCATION OF SUCH PIPE LINES, SUBSURFACE STRUCTURES AND/OR UTILITIES IN THE ARE MAY BE DIFFERENT FROM THAT SHOWN OR MAY NOT BE SHOWN AND IT SHALL BE HIS OR HER RESPONSIBILITY TO PROCEED WITH GREAT CARE IN EXECUTING ANY WORK. PROVIDE (48) HOURS BEFORE YOU DIG, DRILL OR BLAST, CALL U.F.P.O. (1-800-962-7962).
 - EXISTING AND PROPOSED GAS, ELECTRIC, AND TELECOMMUNICATIONS SERVICE LAYOUTS ARE SCHEMATIC ONLY. ALL REMOVALS, FINAL LOCATIONS, AND INSTALLATION REQUIREMENTS SHALL BE COORDINATED WITH ALL UTILITY COMPANIES.

ZONING: R-1 (LOW DENSITY RESIDENTIAL) - SINGLE FAMILY DWELLINGS		
	REQUIRED (CONVENTIONAL ZONING)	REQUIRED (AVG. DENSITY DEVELOPMENT)
LOT AREA:	18,000 SF MIN.	9,000 SF MIN.
LOT WIDTH:	100' MIN.	50' MIN.
LOT DEPTH:	125' MIN.	62.5' MIN.
LOT COVERAGE:	25% MAX.	25% MAX.
YARD DIMENSIONS:		
FRONT:	35' MIN.	17.5' MIN.
SIDE:	20' MIN.	10' MIN.
REAR:	25' MIN.	12.5' MIN.

APPROXIMATE SITE STATISTICS		
	PROPOSED	
BUILDINGS:	38,000± SF	6.1%
PAVEMENT:	72,000± SF	11.5%
GREEN SPACE:	514,781± SF	82.4%
TOTAL:	624,781± SF (14.34± AC)	100.0%

OPEN SPACE STATISTICS	
STANDARD TOTAL LOT AREA (18,000 SF X 22):	396,000 SF
PROPOSED TOTAL LOT AREA:	328,795 SF
PERCENT REDUCTION [(396,000-328,795)/396,000]:	17.0%
TOTAL PROJECT AREA:	624,781 SF
PROPOSED OPEN SPACE:	118,678 SF
PERCENT OPEN SPACE (118,678/624,781)	19.0%
(SHALL BE GREATER THAN OR EQUAL TO PERCENT REDUCTION)	

OWNER:
MOC GOLF OPERATIONS, LLC
8 AIRLINE DRIVE
ALBANY, NY 12205
1851 UNION STREET
TAX MAP # 50.00-1-4.11
AREA: 190± ACRES

3.15.23	DK	3.15.23
3. CHANGED ENTRANCE POINT	DK	3.6.23
2. REMOVED ROUNDABOUT	DK	2.16.23
1. ADDED ROUNDABOUT	DK	1.5.23
NO.	REVISION	BY DATE



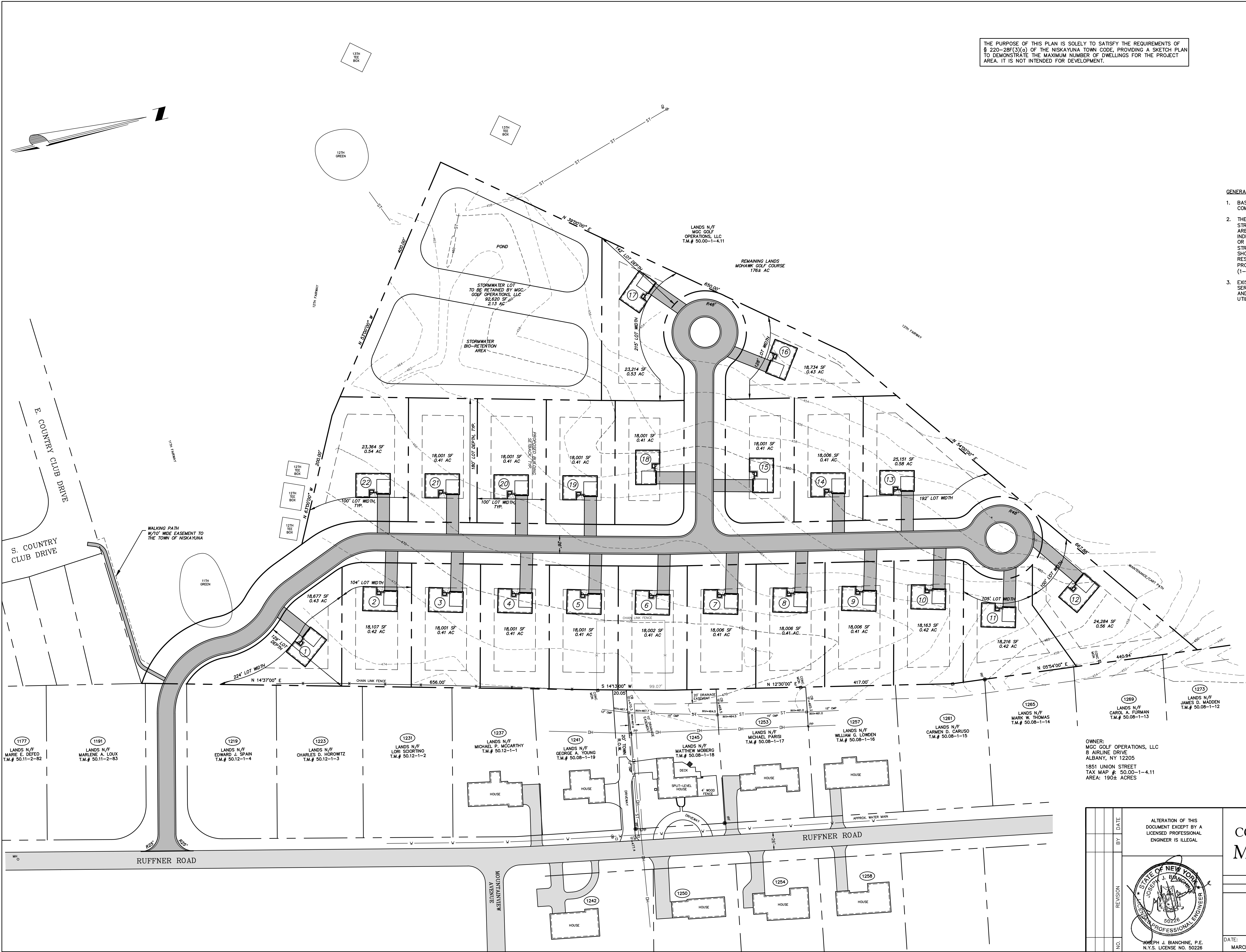
SKETCH 22-LOT SUBDIVISION
AVERAGE DENSITY DEVELOPMENT
MOHAWK GOLF CLUB
1851 UNION STREET

TOWN OF NISKAYUNA COUNTY OF SCHENECTADY

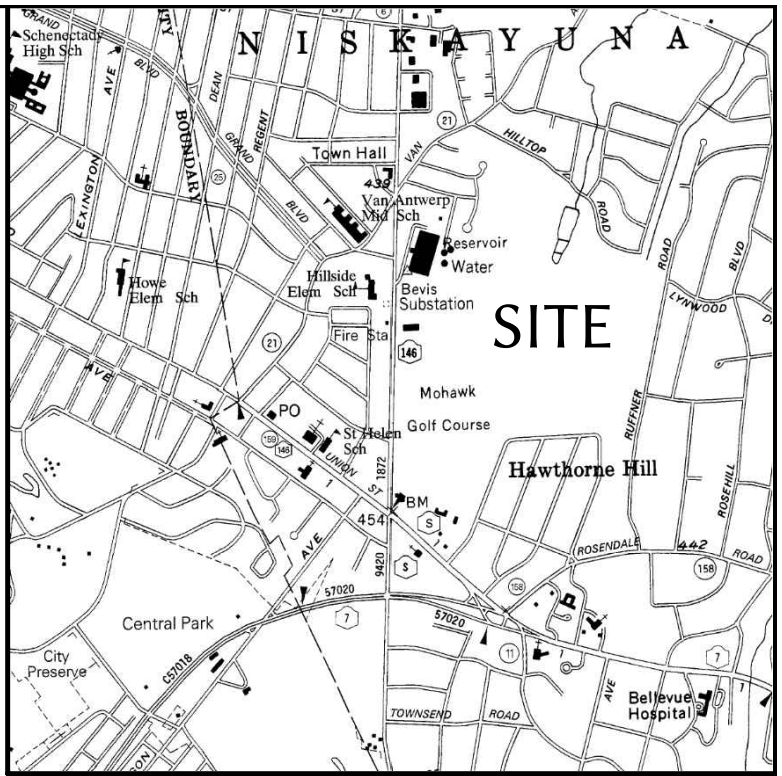
STATE OF NEW YORK

ABD ENGINEERS, LLP
411 Union Street
Schenectady, NY 12305
518-377-0315 Fax 518-377-0379
www.abdeng.com

DATE: DECEMBER 6, 2022 SCALE: 1" = 60' DWG. 5429A-S10 AVG SHEET 1 OF 1



THE PURPOSE OF THIS PLAN IS SOLELY TO SATISFY THE REQUIREMENTS OF § 220-28f(3)(c) OF THE NISKAYUNA TOWN CODE, PROVIDING A SKETCH PLAN TO DEMONSTRATE THE MAXIMUM NUMBER OF DWELLINGS FOR THE PROJECT AREA. IT IS NOT INTENDED FOR DEVELOPMENT.



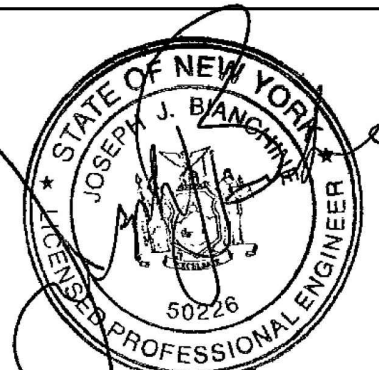
SITE LOCATION

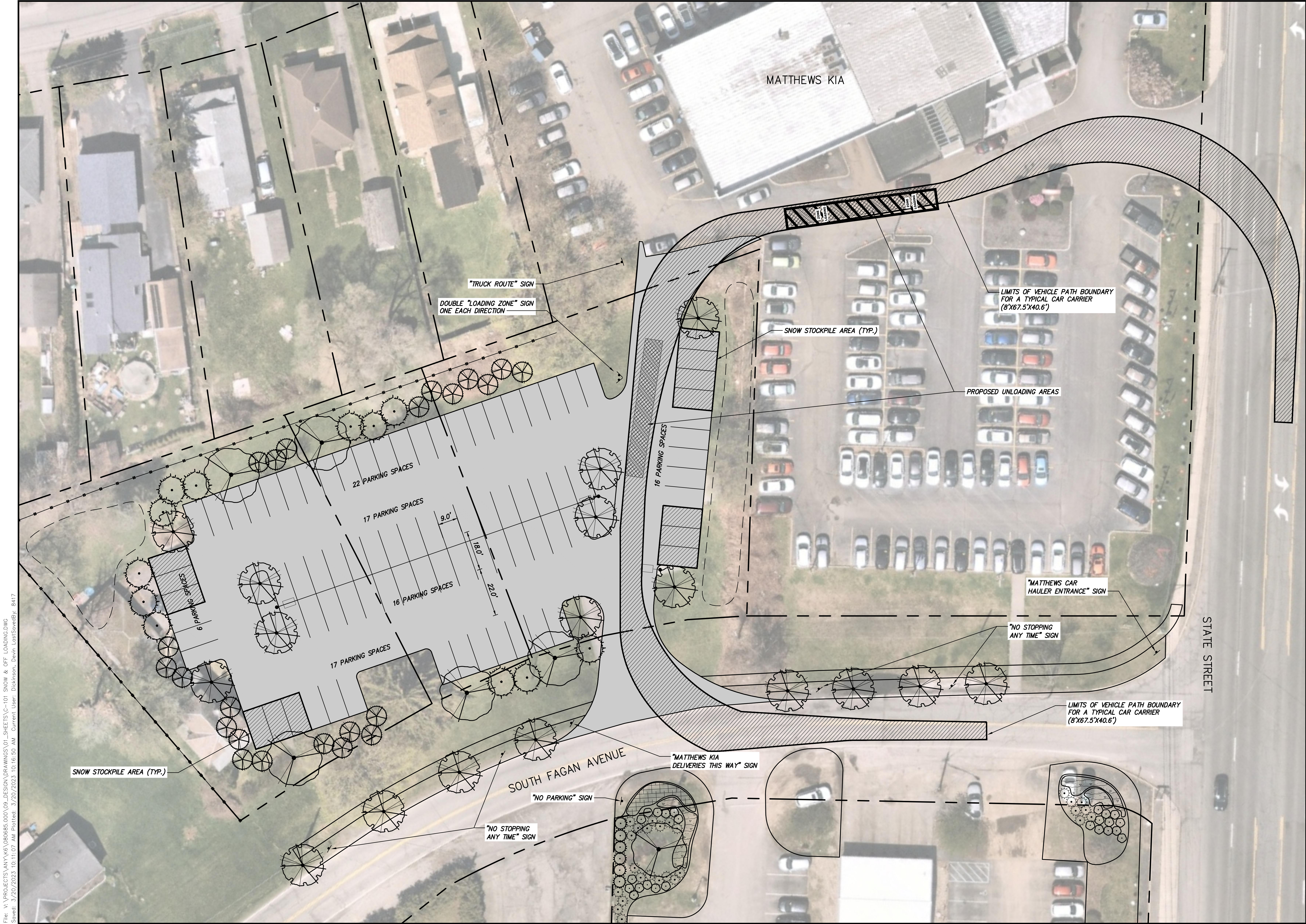
GENERAL NOTES:

1. BASE MAPPING PREPARED BY ABD ENGINEERS, LLP FROM A FIELD SURVEY COMPLETED IN JUNE 2021, AND GIS INFORMATION.
2. THE PLANS SHOW SOME KNOWN SUBSURFACE STRUCTURES, ABOVEGROUND STRUCTURES AND/OR UTILITIES BELIEVED TO EXIST WITHIN THE WORKING AREA. EXACT LOCATION OF WHICH MAY VARY FROM THE LOCATIONS INDICATED. IN PARTICULAR, THE CONTRACTOR IS WARNED THAT THE EXACT OR EVEN APPROXIMATE LOCATION OF SUCH PIPE LINES, SUBSURFACE STRUCTURES AND/OR UTILITIES IN THE ARE MAY BE DIFFERENT FROM THAT SHOWN OR MAY NOT BE SHOWN AND IT SHALL BE HIS OR HER RESPONSIBILITY TO PROCEED WITH GREAT CARE IN EXECUTING ANY WORK. PROVIDE (48) HOURS BEFORE YOU DIG, DRILL OR BLAST, CALL U.F.P.O. (1-800-962-7962).
3. EXISTING AND PROPOSED GAS, ELECTRIC, AND TELECOMMUNICATIONS SERVICE LAYOUTS ARE SCHEMATIC ONLY. ALL REMOVALS, FINAL LOCATIONS, AND INSTALLATION REQUIREMENTS SHALL BE COORDINATED WITH ALL UTILITY COMPANIES.

ZONING:		R-1 - SINGLE FAMILY DWELLINGS
		REQUIRED (CONVENTIONAL ZONING)
LOT AREA:		18,000 SF MIN.
LOT WIDTH:		100' MIN.
LOT DEPTH:		125' MIN.
LOT COVERAGE:		25% MAX.
YARD DIMENSIONS:		
FRONT:		35' MIN.
SIDE:		20' MIN.
REAR:		25' MIN.

OWNER:
MGC GOLF OPERATIONS, LLC
8 AIRLINE DRIVE
ALBANY, NY 12205
1851 UNION STREET
TAX MAP #: 50.00-1-4.11
AREA: 190± ACRES

NO.	REVISION	BY	DATE		ALTERATION OF THIS DOCUMENT EXCEPT BY A LICENSED PROFESSIONAL ENGINEER IS ILLEGAL							
SKETCH 22-LOT SUBDIVISION CONVENTIONAL SINGLE FAMILY MOHAWK GOLF CLUB 1851 UNION STREET												
TOWN OF NISKAYUNA			COUNTY OF SCHENECTADY									
STATE OF NEW YORK												
ABD ENGINEERS, LLP 411 Union Street Schenectady, NY 12305 518-377-0315 Fax 518-377-0379 www.abdeng.com												
DATE:	MARCH 13, 2023	SCALE:	1" = 60'	DWG. 5429A-S10 CONVENTIONAL	SHEET 1 OF 1							



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111 Winners Circle, PO Box 5269
Albany, NY 12205-0269
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MATTHEWS AUTO GROUP,
3900 STATE ST,
SCHENECTADY, NY 12304

M Matthews Kia of Schenectady

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ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL
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MATTHEWS KIA
PARKING LOT EXTENSION
PROJECT

No.	Submittal / Revision	App'd	By	Date

SNOW & OFF
LOADING

Designed By:	Drawn By:	Checked By:
XXX	XXX	XXX
Issue Date:	Project No:	Scale:
XXXXX	080685	AS SHOWN

Drawing No.:

C-101

Complete Streets Committee – Priority letters for 2023 – Revised Feb 28, 2023

Niskayuna Central School District

2023 priorities.

1. Safe Bike and Pedestrian access to Schools

The Complete Streets Committee encourages the Niskayuna School District to continue its efforts to provide safe pedestrian and bicycle access to each of the eight school campuses in the district. The School District should carefully consider the specific infrastructure recommendations on bike and pedestrian access provided by architects and construction staff hired by the District for bonding supported upgrades at each school campus and also consider specific recommendations from the Town of Niskayuna Complete Streets Committee for each school campus.

2. School Zone and Crosswalk for Craig Elementary School

The Town of Niskayuna received a grant award from the Capital District Transportation Committee/Capital District Regional Planning Committee (CDTC/CDRPC) for technical assistance to evaluate potential improvements to the walking environment along Balltown Road in the vicinity of the Craig Elementary School. The first and most crucial step for Complete Streets improvements for all modes of traffic in that area is to establish a school zone in front of Craig Elementary School on Balltown Road. The Town asks that the School District add its support to this request to the State Department of Transportation. The second critical step for Complete Streets identified in the CDTC/CDRPC study is the creation of a crosswalk between Craig Elementary School and the Schenectady JCC. Many Craig Elementary School students attend after school programs at the JCC, there is an overlap in staff and the JCC is the shelter in place site for the school. Aerial photography indicates there was a crosswalk between the two as little as 8 years ago, and the lack of crosswalk there now creates difficulty for these two major pedestrian generators.

3. Asphalt side-paths at Rosendale Elementary and Iroquois Middle School.

The School District is asked to provide an asphalt trail from Rosendale Elementary School that would extend to the school district property line next to the adjacent River Road Park where it would connect to an asphalt trail in River Road Park that is maintained by the Town of Niskayuna. The asphalt trails in River Road Park are maintained by the Town of Niskayuna and they would ultimately connect to Hempstead Road. Second, the School District would upgrade the current asphalt path that connects Rosendale Elementary School to Iroquois Middle School. The School District plans to assign all 7th and 8th grade students to Iroquois Middle School, and these improved asphalt side-paths will support pedestrian and bike access to Iroquois Middle School and to Rosendale Elementary School.

New York State

2023 priorities.

1. Safety Measures for State Route 7.

State Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 4 traffic fatalities in the last 12-month period (as of February 2023). This record of fatal accidents has prompted Schenectady County District Attorney Bob Carney to contact the New York State Department Transportation Office of Traffic Safety and Mobility to see if there are ways to make Route 7 a safer road. The Town would ask the State to conduct a traffic analysis of State Route 7 in Niskayuna and also examine engineering solutions that would improve traffic calming and road safety such as lower speed limits, narrower travel lanes, pedestrian refuge areas including a raised planted median, and high visibility crosswalks. The Town recommends exploring this project for the Safe Streets 4 All Federal Grant.

2. School Zone and Crosswalk for Craig Elementary School

The Town of Niskayuna received a grant award from the Capital District Transportation Committee/Capital District Regional Planning Committee (CDTC/CDRPC) for technical assistance to evaluate potential improvements to the walking environment along Balltown Road in the vicinity of the Craig Elementary School. The first and most crucial step for Complete Streets improvements for all modes of traffic in that area is to establish a school zone in front of Craig Elementary School on Balltown Road. The Town asks that the School District add its support to this request to the State Department of Transportation. The second critical step for Complete Streets identified in the CDTC/CDRPC study is the creation of a crosswalk between Craig Elementary School and the Schenectady JCC. Many Craig Elementary School students attend after school programs at the JCC, there is an overlap in staff and the JCC is the shelter in place site for the school. Aerial photography indicates there was a crosswalk between the two as little as 8 years ago, and the lack of crosswalk there now creates difficulty for these two major pedestrian generators.

3. Crosswalk on Route 7 and Hickory Road

Provide a crosswalk on Route 7 next to Bellevue Hospital that would connect to Hickory Road which has an existing Bus Stop. This crosswalk should be located along a 1.5 mile stretch of Route 7 between St. David's Lane and Pearse Road where there is no controlled crosswalk for pedestrians or bikers to cross Rt 7. This crosswalk would serve employees and patients of Bellevue Hospital, in particular many people who must use bus service to access the hospital. Currently, Route 7 is a very difficult and dangerous road for pedestrians and bicyclists to cross.

Schenectady County

2023 priorities

1. Safety Measures for State Route 7.

State Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 4 traffic fatalities in the last 12-month period (as of February 2023). This record of fatal accidents has prompted Schenectady County District Attorney Bob Carney to contact the New York State Department Transportation Office of Traffic Safety and Mobility to see if there are ways to make Route 7 a safer road (see “Schenectady man admits to killing female motorist while driving high and drunk” Albany Times Union, Feb 12, 2023, p b-2) The Town supports the request by District Attorney Carney and supports asking the state to conduct a traffic analysis of State Route 7 in Niskayuna and also examine engineering solutions that would improve traffic calming and road safety such as lower speed limits, narrower travel lanes, pedestrian refuge areas including a raised planted median, and high visibility crosswalks. The Town would welcome the opportunity to work with the Schenectady County District Carney and the County Manager and County Legislators on a unified effort to encourage the State DOT to implement traffic calming and road safety measures on Route 7 and would assist in preparing an application to the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 Billion in safety grants over the next 5 years.

2. Crosswalk at Nott Street and Regent Street

The Complete Streets Committee identified this as the best location for school aged children and pedestrians to cross Nott Street. Schools and businesses south of Nott Street are a large draw for pedestrians in the northern neighborhoods. Creating a high visibility crosswalk at this location will increase safety and encourage people to cross Nott Street in a single spot.

3. Side-path and sidewalks on Rosendale Road to Iroquois Middle School and Lishakill Nature Preserve

Currently there is a sidewalk from Mayfair Road to Rosehill Boulevard along Rosendale Road. It is a heavily used critical pedestrian connection for the Rosendale Estates subdivisions to access schools and churches. The Complete Streets Committee has identified the need for an asphalt side path on Rosendale Road that would extend from Rosehill Boulevard to Iroquois Middle School and then on to the entrance of Lishakill Nature Preserve. As part of classroom science instruction, there are classes at Iroquois Middle School that walk over to the Lishakill Nature Preserve that would use this new side-path. There is also a need to complete the concrete sidewalk from Mayfair Drive down to Upper Union Street. Bicyclists and pedestrians should have a sidewalk/side-path that extends from Upper Union Street to the Lishakill Nature Preserve. The addition of this segment of concrete sidewalk and crosswalks will encourage safe pedestrian traffic to the schools and reduce the need for vehicle trips on Rosendale Road.

Town of Niskayuna

2023 priorities.

1. Safety Measures for State Route 7.

State Route 7 in Niskayuna (also known as Troy Schenectady Road) has had 4 traffic fatalities in the last 12-month period (as of February 2023). This record of fatal accidents has prompted Schenectady County District Attorney Bob Carney to contact the New York State Department Transportation Office of Traffic Safety and Mobility to see if there are ways to make Route 7 a safer road (see “Schenectady man admits to killing female motorist while driving high and drunk” Albany Times Union, Feb 12, 2023, p b-2) The Town supports the request by District Attorney Carney and supports asking the state to conduct a traffic analysis of State Route 7 in Niskayuna and also examine engineering solutions that would improve traffic calming and road safety such as lower speed limits, narrower travel lanes, pedestrian refute areas including a raised planted median, and high visibility crosswalks. The Town would welcome the opportunity to work with the Schenectady County District Carney and the County Manager and County Legislators on a unified effort to encourage the State DOT to implement traffic calming and road safety measures on Route 7 and would assist in preparing an application to the Safe Streets and Roads for All (SS4A) discretionary program that will provide \$5-6 Billion in safety grants over the next 5 years.

2. Asphalt Trails from Hempstead Road to Rosendale School

Construct asphalt path on Hempstead Road entrance to River Road Park up to the asphalt loop in River Road Park and repave asphalt path from River Road park to the school property line at Rosendale Elementary School (these asphalt links would allow pedestrians and bikers to travel on an asphalt path from Hempstead Road to Rosendale Elementary and Iroquois Middle School). The School District plans to send all 7th and 8th grade students in the school district to Iroquois Middle School starting in Fall of 2026. These connected asphalt paths through River Road Park will be part of a safe access way for students and faculty.

3. Sidewalk on Cornelius Street.

Many elementary school children and families use Cornelius Street when walking to Hillside Elementary School. However, the sidewalk on Cornelius Street currently extends only from Upper Union Street to Ray Street. This requires that people walk in the street between Ray Street and Hillside Elementary in the same roadway where cars and buses are traveling to drop off and pick up children. A concrete sidewalk and curb on the East side of Cornelius between Ray Street and Hillside Elementary or, alternatively, an asphalt side-path on the West side of Cornelius from Ray Street to the elementary school Avenue would make the trip safer for students and families by separating pedestrians from vehicles. Providing a safe sidewalk all the way to Hillside Elementary School will encourage more people to walk to the school rather than drive. This will reduce the traffic congestion and reduce greenhouse gas emissions.

4. Sidewalk on Birchwood Lane from Route 7 to Town Line; and Push Button Crosswalk at entrance to Birchwood Elementary School

There is currently no sidewalk or asphalt side-path on Birchwood Lane making it difficult for pedestrians and bicycles to safely travel to Birchwood Elementary School from nearby neighborhoods. Birchwood is a busy through road and walkers need the extra protection on this route to make it safely to Birchwood Elementary School. Parents in nearby neighborhoods have also complained that motorists entering or leaving the school are not as observant of children walking across Birchwood Lane to reach the entrance to the school or walking across the crosswalk on the roadway entrance to Birchwood Elementary to reach the asphalt walk path from Birchwood Lane down to the school. A concrete sidewalk or asphalt side path on Birchwood Lane will provide a safe walk path to the school. A push button crosswalk on Birchwood Lane at the entrance to the school will make for a safer way to cross this busy road. If it is not already in place, a school crossing guard during early morning and later afternoon hours when students are entering and leaving the school would be helpful.