

# TOWN OF EAST GREENBUSH PLANNING BOARD

TOWN HALL, 225 COLUMBIA TURNPIKE, RENSSELAER, NY 12144 (518) 694-4011 FAX (518)477-2386

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## MEMORANDUM

### EAST GREENBUSH PLANNING BOARD MEETING MINUTES MARCH 23, 2022

#### **Members:**

Matt Mastin, Chairman  
Ralph Viola  
Don Panton  
Chris Horne  
Kurt Bergmann  
Noreen Gill

#### **Also Present:**

Adam Yagelski, Director of Planning & Zoning  
Joseph Slater, Planning Board Attorney  
Anna Feltham, Planner

#### **CALL TO ORDER / DETERMINATION OF QUORUM**

Chairman Mastin called the meeting to order and determined that a quorum of six (6) members were present. John Conway Jr. was absent.

#### **PUBLIC HEARINGS:**

NONE

#### **OLD BUSINESS:**

#### **SHELLEY'S SALON-2 GREENBUSH AVENUE-SITE PLAN MODIFICATION (22-03)**

Nick Costa the engineer for the applicant presented the project on behalf of the owner Shelley Hutchinson who was also present. Nick Costa stated that the applicant is making building and parking lot improvements. Nick Costa stated that the main entrance will be in the rear of the building, as it is now off of Greenbush Avenue, an addition is proposed for a vestibule with a porch and ramp on the Greenbush Avenue side. Nick Costa stated that right now there is also access off of Herrington Avenue which will be closed off. Nick Costa stated that the owner is under contract to purchase the side lot for additional parking, there will be 21 spaces total. Nick Costa stated that the salon is in the PPB zone and the side lot is in the R-2 zone, these two parcels will be connected through a lot line adjustment. Nick Costa stated that they are increasing landscaping on the site & the building façade will also be improved. Nick Costa stated that there are no necessary utility improvements, although they are making storm water improvements consisting of dry wells with perforated piping.

Chairman Mastin stated that the main issues are traffic & parking. Chairman Mastin asked the Board if anyone had any questions.

- Ralph Viola inquired about the dumpster enclosure and in its current proposed location he feels that it will be hard for trucks to access & also that the opening is facing Route 4.
- Kurt Bergmann stated that he's also concerned about its location. Nick Costa stated that the proposed location is the best location and also that the enclosure does have gates. After some discussion regarding the above, Ralph Viola stated that he is satisfied with the dumpster location.
- Chris Horne asked if there is any signage proposed for the rear of the building & asked Nick to point out the lighting in the parking area. Nick Costa stated that there is no sign proposed at the entrance.
- Kurt Bergmann asked how high the light poles would be. Nick Costa stated 18 feet.
- Noreen Gill thinks the new entrance will be safer and the building will be classy.

Chairman Mastin stated that the action for tonight has been tabled as they are awaiting to receive the Rensselaer County 239 response.

**NEW BUSINESS:**

**PHANTOM FIREWORKS-570 COLUMBIA TURNPIKE-SITE PLAN MODIFICATION (22-04)**

Vincent Szabo stated that the proposal is exactly the same as it's always been. The location is 570 Columbia Turnpike. The only request from the applicant is a date change for delivery of the container for products. Vincent Szabo asked if it could be changed from June 18<sup>th</sup> to June 16<sup>th</sup> so that they can get the shipments in earlier. The tent would be put up on the 20<sup>th</sup>. Chairman Mastin asked the Board if anyone had any issues with that. There was no comment

•Don Panton asked if all the storage would be on site. Vincent Szabo stated that is correct.

Chairman Mastin stated that the action for tonight has been tabled as they are awaiting to receive the Rensselaer County 239 response.

**ORGANIZATION MEETING ITEM:**

MOTION: A motion was made by Chairman Mastin as follows: The Town of East Greenbush Planning Board hereby appoints Ralph Viola as the Vice Chairperson in absence of the Planning Board Chairman.

**Seconded by Kurt Bergmann & roll called as follows:**

**M. Mastin-YES; R. Viola-YES; K. Bergmann-YES; C. Horne-YES; D. Panton-YES; N. Gill-YES.**

**MOTION CARRIED BY A 6-0 VOTE**

**OLD BUSINESS:**

**CARVER COURT UPPER MANNIX ROAD MAJOR CLUSTER SUBDIVISION (20-11)**

Chairman Mastin stated that there is an update on the traffic & discussion of the developer's agreement. Chairman Mastin stated that the applicant & their team is present and also the Town's designated engineer for this project. Chairman Mastin stated that the last time the Board met regarding this project that the concerns received were traffic on Thompson Hill Road & Upper Mannix Road. Chairman Mastin stated that traffic was measured and a report submitted by VHB. Alanna Moran from VHB spoke and stated that they had completed a traffic evaluation for the proposed property and then in response to some comments that were raised by the public & the Board at the last meeting, VHB completed some additional work on through traffic on Thompson Hill Road & potential traffic calming measures that could be implemented to reduce the potential for the through traffic. \*See VHB report attached for further details. Alanna Moran asked if anyone had any questions.

•Kurt Bergmann asked if they took any data on speed. Alanna Moran stated that they did not do speed, they only did the license plate for cut through traffic.

•Chris Horne asked if Alanna could elaborate on the last option, that would prohibit a right hand turn onto Thompson Hill Road, what kind of cost or implementation would that be. Alanna Moran stated that an island like they are talking about is probably around \$50,000 to \$75,000.

Chairman Mastin asked if there would be land taking involved. Alanna Moran stated that she doesn't know.

Chairman Mastin stated that the Town's Designated Engineer George Schmidt was present and asked him to provide some feedback and also if he was in agreement to this analysis and how it was performed. George Schmidt stated he was comfortable with this current analysis.

•Don Panton asked what the speed limit is for this area. Alanna Moran stated 30 mph.

•Kurt Bergmann had a couple questions on the analysis of the cut through traffic.

•Chris Horne asked if this is a pretty typical study. Alanna Moran stated that it is.

•A resident asked if the Board was accepting public comment. Chairman Mastin stated that it's not a public hearing but that they can submit something in writing to the Planning Department & it will get forwarded to the Board.

Chairman Mastin asked if there were any other questions from the Board. There were no more questions. Chairman Mastin asked the applicant if they would be willing to install the signs. Nick Laraway stated that they would. Chairman Mastin stated he would like to see signs on both Upper Mannix Road & Thompson Hill Road.

•Noreen Gill asked if there was no center line on Thompson Hill, would a center line help. Alanna Moran stated that if you had a wider road, maybe.

Chairman Mastin asked Adam to go over the developer's agreement and the recommendation to the Town Board. Adam Yagelski stated that this is the same agreement that was presented at the last meeting when this item was on. Don Zee had requested some changes since that time which are incorporated into the Developers agreement that the Board received prior to tonight's meeting. Adam Yagelski stated that ideally the Board would make a referral to the Town Board, and the reason to do that is because the overlap of what the Board will do from a preliminary & final plat approval standpoint & what the Town Board will do with this agreement, there are overlapping issues with the sanitary sewer, the Town Board needs to approve and extend the sanitary sewer district extension. Adam Yagelski stated that one of the key reasons to do the agreement is to keep track of the mitigation measures and how opening up new sections for development would occur. The agreement also sets out the long term operations & agreements.

**MOTION:** A motion was made by Chairman Mastin as follows: **The Town of East Greenbush Planning Board hereby acknowledges the Developer's intent to enter into a Development Agreement with the Town of East Greenbush Town Board, in accordance with the Carver Court Major 110-Lot Cluster Subdivision Conditional Preliminary Plat and Preconstruction Approval by the East Greenbush Town Planning Board dated February 9, 2022. The Planning Board has received and reviewed a draft Development Agreement, last updated March 23, 2022 and recommends said Development Agreement to the Town Board for their review.**

**Seconded by Don Panton & roll called as follows:**

**M. Mastin-YES; R. Viola-YES; K. Bergmann-YES; C. Horne-YES; D. Panton-YES; N. Gill-YES.**

**MOTION CARRIED BY A 6-0 VOTE**

**REVIEW AND APPROVAL OF MEETING MINUTES:**

Motion by Chairman Mastin to approve the March 9, 2022 meeting minutes. Seconded by Chris Horne. Motion carried by a 5-0-1 vote. Noreen Gill abstained.

**CLOSING:**

There being no further business before the Board, the meeting was closed by Chairman Mastin. Seconded by Kurt Bergmann. Motion carried by a 6-0 vote.

Respectfully Submitted

*Alison Lovely*  
Alison Lovely, Planning Secretary



March 22, 2022

Ref: 20604.00

Mr. Nick Laraway  
c/o Brett Steenburgh, PE, PLLC  
Brett L. Steenburgh PE PLLC  
2832 Rosendale Road  
Niskayuna, NY 12309

Re: Planning Board Comments, Carver Court Cluster Subdivision, Upper Mannix Road, Town of East Greenbush, NY

Dear Mr. Laraway,

VHB Engineering, Surveying, Landscape Architecture, and Geology, PC (VHB) completed a traffic impact evaluation dated April 20, 2021, associated with the proposed Carver Court Cluster residential subdivision development. This letter provides supplemental analyses in response to comments and questions raised at the February 9, 2022, Planning Board meeting.

Comment 1: The existing traffic on Thompson Hill Road includes a large amount of cut-through traffic and the proposed project will increase the amount of cut-through traffic.

*Response: License plate surveys were conducted at the Thompson Hill Road intersections with US Route 4 and Mannix Road to identify the number of vehicles travelling through Thompson Hill Road that could be considered a cut-through trip. Data was collected on Saturday, March 5, 2022, during the midday peak period from 11:00 a.m.-1:00 p.m. and on Tuesday, March 8, 2022, during the weekday AM peak period from 7:00-9:00 a.m. and the weekday PM peak period from 4:00-6:00 p.m. The peak hour traffic on Thompson Hill Road is summarized in Table 1.*

**Table 1 Peak Hour Through Traffic on Thompson Hill Road**

Peak Hour	Total Trips	Total Through Trips		
		Total	Police and/or Bus	Passenger Vehicle
Saturday Midday	20	8 (2 NB and 6 SB)	0	8
Weekday AM	19	9 (2 NB and 7 SB)	2	7
Weekday PM	35	13 (2 NB and 11 SB)	0	13

*Table 1 shows that through traffic on Thompson Hill Road ranges from seven to 13 vehicles during the peak hours which equates to one through trip on Thompson Hill Road every 4.5 to 8.5 minutes during the peak hours. Peak hour through traffic is heavier in southbound direction and ranges from 75 to 85 percent of the through traffic during the identified peak hours.*



The traffic evaluation prepared for the project dated April 20, 2021, noted 65% of the site traffic is expected to travel to and from the west on Upper Mannix Road toward US Route 4. This distribution of traffic will result in an increase of 54 vehicle trips (14 eastbound and 40 westbound) traveling to and from the west on Upper Mannix Road during the AM peak hour and 73 vehicle trips (46 eastbound and 27 westbound) traveling to and from the west during the PM peak hour. To estimate a worst-case condition, if all of the site generated traffic travels to and from the west on Upper Mannix Road there would be an increase of 83 vehicle trips (21 eastbound and 62 westbound) on Upper Mannix Road during the AM peak hour and 111 vehicle trips (70 eastbound and 41 westbound) during the PM peak hour.

The through traffic on Thompson Hill Road was compared to the ETC+10 (estimated time of completion plus 10 years) traffic volumes contained in the NYSDOT Final Design Report for the US Route 4 & Mannix Road Intersection Improvement Project PIN 1757.99 from September 2012. Based on the distribution of traffic at the US Route 4 at Upper Mannix Road intersection, 40% of the site-generated traffic is expected to travel to and from the north and 60% is expected to travel to and from the south. The weekday AM and PM peak hour through volumes on Thompson Hill Road represent one to ten percent of the weekday AM and PM peak hour traffic volumes turning to and from US Route 4 at Upper Mannix Road. Using the highest value of ten percent of the peak hour traffic, Table 2 summarizes the additional through traffic on Thompson Hill Road that may be associated with the proposed project using the trip distribution pattern included in the April 20, 2021, traffic evaluation and a worst-case condition assuming 100% of the site traffic travels to and from the west.

**Table 2 Potential Site-Generated Peak Hour Through Traffic on Thompson Hill Road**

Distribution Condition	AM Peak Hour			PM Peak Hour		
	Northbound	Southbound	Total	Northbound	Southbound	Total
April 20, 2021 Distribution	2	1	3	1	2	3
100% Distribution	3	1	4	2	3	5

The table shows that with ten percent of the site-generated traffic travelling to and from the north on US Route 4 using Thompson Hill Road, an increase of 3 trips may be experienced during the AM and PM peak hours which equates to one vehicle every 20 minutes. If all of the site-generated traffic travels to and from US Route 4 (no traffic travelling to Best Road), then the peak hour increase on Thompson Hill Road would be 4 vehicles during the AM peak hour and 5 vehicles during the PM peak hour which equates to one vehicle every 12 to 15 minutes.

Information published by the Capital District Transportation Committee (CDTC) notes that local roads can accommodate 625 vehicles per hour per direction while maintaining acceptable operations. Residents of Thompson Hill Road may notice an increase in traffic with construction of the proposed project; however, the roadway is currently serving 19 to 35 vehicles during the weekday peak hours. Thompson Hill Road has sufficient capacity to accommodate the maximum potential addition of three to five peak hour trips associated with the proposed project. The proposed project will not have a significant impact on traffic operations and therefore no traffic-related mitigation is recommended.



Comment 2: What traffic calming measures can be implemented to reduce the amount of cut-through traffic on Thompson Hill Road?

Response: Based on a review of Thompson Hill Road and the surrounding area, the following measures are offered for consideration by the Town to reduce the potential for through traffic on Thompson Hill Road:

- **Alter the flow of traffic on Thompson Hill Road to one-way southbound along the entire length of the roadway.** This would eliminate traffic travelling northbound from Upper Mannix Road onto Thompson Hill Road to access US Route 4 northbound. The travel pattern change would require residents to arrive at their homes from the north via US Route 4 and depart their homes via Upper Mannix Road. The access change would also impact travel patterns for guests, deliveries, school busses, etc. on Thompson Hill Road.
- **Alter the flow of traffic on Thompson Hill Road to one-way southbound at the south end of the roadway.** This would eliminate traffic traveling northbound from Upper Mannix Road onto Thompson Hill Road to access US Route 4 northbound. Altering to one-way southbound flow on Thompson Hill Road only at the south end of the roadway would minimize the impacts to residents on Thompson Hill Road but would still restrict access for residents accessing their homes from Upper Mannix Road and diverting them to US Route 4. Similar impacts will result for guests, deliveries, school busses, etc. traveling to Thompson Hill Road from Upper Mannix Road.
- **Dead-end Thompson Hill Road at the north end of the roadway eliminating the connection between Thompson Hill Road and US Route 4.** Due to the length of Thompson Hill Road a secondary emergency access would likely need to be maintained and a cul-de-sac may be needed for a vehicle turnaround. This change would force all traffic accessing Thompson Hill Road to utilize Upper Mannix Road.
- **Dead-end Thompson Hill Road at the south end of the roadway eliminating the connection between Thompson Hill Road and Upper Mannix Road.** Due to the length of Thompson Hill Road a secondary emergency access would likely need to be maintained and a cul-de-sac may be needed for a vehicle turnaround. This change would force all traffic accessing Thompson Hill Road to utilize US Route 4.
- **Install speed humps on Thomson Hill Road.** Installation of speed humps would reduce the attractiveness of Thompson Hill Road to cut through traffic. The speed humps would impact all travelers on Thompson Hill Road and snow removal during inclement weather. To minimize impacts during winter months, removeable speed humps could be considered and removed during the winter.
- **Restrict right-turn movements from westbound Upper Mannix Road onto Thompson Hill Road with installation of a "No Right Turn" sign and/or a raised island to physically restrict the right-turn movement.** This restriction would apply to westbound traffic on Upper Mannix Road turning right onto Thompson Hill Road to access a residence or to use Thompson Hill Road to reach US Route 4 northbound. VHB has concerns with the placement of a turn restriction sign on Upper Mannix Road at Thompson Hill Road due to the proximity of this intersection to the roundabout at US Route 4 and potential for driver confusion; therefore, we defer the decision for the placement of this sign to Town technical staff and NYSDOT.

As noted, the proposed project will not have significant impact on traffic operations; therefore, no traffic-related mitigation is recommended. The above identified traffic calming measures are included for Town consideration.

Mr. Nick Laraway  
Ref: 20604.00  
March 22, 2022  
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If you have any questions 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" with a long horizontal flourish extending to the right.

Wendy C. Holsberger, PE, PTOE  
Director of Transportation  
wholsberger@vhb.com

A handwritten signature in blue ink that reads "Alanna M. Moran" with a long horizontal flourish extending to the right.

Alanna M. Moran, PE  
Project Manager  
amoran@vhb.com