TOWN OF EAST GREENBUSH
PLANNING BOARD

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

MEMORANDUM

EAST GREENBUSH PLANNING BOARD
MEETING MINUTES
JUNE 26, 2019

Members:
Matt Mastin, Chairman
Jim Moore
Ralph Viola
Nancy Kupiec
Chris Horne

Also Present:
Joseph Slater, Planning Board Attorney
Alison Lovely, Planning & Zoning Secretary

CALL TO ORDER / DETERMINATION OF QUORUM

Chairman Mastin called the meeting to order and determined that a quorum of five (5) members were present. Kurt Bergmann was absent.

PUBLIC HEARINGS:

NONE

OLD BUSINESS:

TOWN CENTER-PDD-COLUMBIA TURNPIKE-SEQR FINDINGS & PDD RECOMMENDATION (17-19)

Joseph Slater talked about the changes to the PDD recommendation that Rob Panasci from Young Sommer proposed on behalf of 580 Columbia Turnpike LLC. Those proposed changes were emailed to the Board prior to tonight's meeting. Chairman Mastin asked if the Board wanted to discuss amenities, which they did. Chris Horne stated that she would like the proposed amenities to include more parks within the Town in general. Ralph Viola stated that he would like to see the proposed amenities not go to the Town Park but to another pocket park in the Town. Chairman Mastin asked if the Board would be comfortable with recommending to the Town Board to allocating amenities to other pocket parks within the Town.

The Planning Board discussed the recommendation to the Town Board in general, and decided they were comfortable with voting on it, and forwarding the recommendation to the Town Board.

MOTION: A motion was made by Chairman Mastin as follows:

WHEREAS, 580 Columbia Turnpike, LLC has submitted an application for a Planned Development District within the Town of East Greenbush's R-B Residential Buffer Zoning District and B-1 General Business Mixed Zoning District, consisting of parcels totaling approximately 35 acres;

WHEREAS, the Town Board, with the concurrence of other involved agencies designated itself as lead agency for the State Environmental Quality Review Act ("SEQRA");

WHEREAS, the Planning Board, as an involved agency, has reviewed the application documents, proposed Local Law, Full Environmental Assessment Forms corresponding to the application, and recommends that the Town Board adopt a Negative Declaration on the proposed Planned Development District;

Now, therefore, be it

RESOLVED, that the Town of East Greenbush Planning Board hereby issues a positive recommendation to the East Greenbush Town Board for the Town Center Planned Development District subject to the comments and conditions contained within the attached document entitled "Town Center Planned Development District Recommendation to the Town Board"

Seconded by Ralph Viola & roll called as follows:

M. Mastin-YES; J. Moore-YES; R. Viola-YES; N. Kupiec-YES; C. Horne-YES.

MOTION CARRIED BY A 5-0 VOTE

VANDEROVER-54 ROSE LANE-LOT LINE ADJUSTMENT (19-07)

Jeremey Vanderover, the applicant and owner of 54 Rose Lane has an easement for utilities and access to his lot. He is purchasing this easement to clear things up as far as usage between the two owners. He was granted an area variance from the Zoning Board of Appeals for the 25' frontage on Rose Lane.
•Chris Horne asked if he would be paving the easement. Jeremy Vanderover stated that he would as it will be his driveway. He stated that there is a fire hydrant in front of the other easement, so they decided not to pursue buying it.
Joseph Slater asked Jeremy Vanderover if he was familiar with the flag lot requirements, especially with the fact that no further subdivision can occur with his lot and the lot could only contain a single-family home and its accessory structures. Jeremy Vanderover stated that he was aware.

MOTION: A motion was made by Chairman Mastin as follows: **The Town of East Greenbush Planning Board hereby declares this action as a Type II SEQRA action in accordance with 6 CRR-NY 617.5 (16) and grants final approval of the proposed lot line adjustment prepared by RDM Surveying Consultants and dated February 14, 2019, subject to the following:**

- **Satisfying outstanding technical details as determined by the Town Planning Department;**
- **The applicant's lot shall serve only one (1) single family residence and its uninhabited accessory structure(s) otherwise allowed by zoning;**
- **The applicant shall comply with the Town's Flag Lot Development Standards as set forth in Section 2.5.G of the Town's Comprehensive Zoning Law; and**
- **All remaining fees are paid to the Town.**

Seconded by Jim Moore & roll called as follows:

M. Mastin-YES; J. Moore-YES; R. Viola-YES; N. Kupiec-YES; C. Horne-YES.

MOTION CARRIED BY A 5-0 VOTE

NEW BUSINESS:

Jim Moore recused himself prior to the next project being presented.

250 MCCULLOUGH PLACE-CLUSTER SUBDIVISION & MAJOR SITE PLAN: (19-06)

Dan Hershberg of Hershberg and Hershberg representing the owner Caroline Orvis presented the proposal to the Board. Dan Hershberg stated that the proposed subdivision consists of 38.2 acres. Dan Hershberg stated that there are two issues. First is determining the number of units allowed. The proposal is for 136 townhouse units. In determining how many units are allowed, the applicant must show a plan consisting of how many lots with buildable single-family homes can be constructed within the proposed area. There are steep grades in some areas of the parcels, and lots with more than 15% grade are shaded in dark green on the map. Dan Hershberg stated that the R-2 zone permits up to six townhouses units together, and the proposed cluster plan showed the six townhouse units together, totaling 136 units. Of the 38.2 acres that make up the site, they believe that they can leave 11.2 acres undisturbed and a 5.08 acres parcel around the site of the home (Cantonment). Dan Hershberg stated he believes the second plan meets the goal of the cluster subdivision and they believe it's doable as it makes use of the non-constrained lands. There is space for stormwater management systems on both areas. Dan Hershberg asked that the board not make a recommendation to the Town Board to declare lead agency like the agenda states as there is a question as to whether or not townhouses require site plan review. They are going in front of the Zoning Board of Appeals for an Interpretation as they received a letter from the Code Enforcement Officer dated 5/29/19 that this proposal requires major site plan approval. Dan Hershberg believes that the Town Homes meet the definition of dwelling units in the Town's Code and therefore should go for major subdivision approval only. Chairman Mastin asked Joe Slater to speak to this. Joseph Slater stated that the definition of one and two family dwellings in the code specifically refers to the word "detached" and that does not include townhouses, townhouses have their own separate definition within the code and so that's why the code enforcement officer made that determination. Joseph Slater stated that there are other issues too, a number of the 136 lots that are on their plan covers other homes streets. Chairman Mastin stated that on the perimeter you're encroaching on every other parcel and in some instances the lines are covering houses. Dan Hershberg stated that the red perimeter line on the outside of the plan is in fact the property line. Dan Hershberg stated that he will have the areas of encroachments enlarged and submit them to the Board.

- Ralph Viola asked to confirm that the dark green areas have slopes greater than 15%, are there also areas greater than the 15%. Dan Hershberg stated that there are. Chairman Mastin stated it would be helpful for them to show buildable lots vs. non buildable lots. Joseph Slater stated the Town will likely get an independent engineer to assist the Planning Board in determining how many buildable lots exist on the site.
- Nancy Kupiec asked for confirmation that there are approximately 25 lots that are affected by substantial slopes. Dan Hershberg stated that is correct.
- Chris Horne asked what the difference was between the lots on the 1st plan & 2nd plan. Dan Hershberg stated that the first plan shows what they could build as single family homes and the 2nd plan shows the Town homes which they would like to build.
- Ralph Viola asked if on this site if there are any issues with historic significance. Dan Hershberg stated that an archeological study either has been done or will be.
- Nancy Kupiec stated that she is part of the Town's Natural Resources Inventory group and this area is sensitive. Dan Hershberg stated that they will be doing a Phase 1A and possibly a Phase 1B.

Chairman Mastin asked if their only required to leave 3 acres undisturbed with their proposal, why are they leaving 11.2 acres. Dan Hershberg stated because the areas with the steeper slopes are more difficult to develop.

- Chairman Mastin asked about traffic and how it's going to work. Dan Hershberg stated that they did try to split the traffic between three routes. Chairman Mastin stated that sending traffic out to Red Mill Road would be a better choice.
- Ralph Viola asked what would happen if they did an historic test pit and found something. Dan Hershberg stated that if they make a find, then more test pits would be dug. Then the applicant would have to avoid that area or go to a Phase 3 study.

Joseph Slater stated that it is unlikely 136 single family homes could be built on the proposed site, and therefore the currently proposed density does not comply with the Town's cluster provisions.

MOTION: A motion was made by Chairman Mastin as follows:

WHEREAS, Caroline Orvis, has submitted to the Town of East Greenbush, applications for a Cluster Subdivision and Major Site Plan;

WHEREAS, the Planning Board has reviewed the sketch plat entitled "Sketch Plan Cluster Subdivision for 250 McCullough Place" (sketch plan), prepared by Hershberg and Hershberg, dated February 12, 2019 and last revised February 27, 2019, which was submitted with the subdivision application;

WHEREAS, the Town's Code Enforcement Officer advised the applicant via correspondence dated May 29, 2019, that the project requires Site Plan Review and Approval in accordance with Section 4.3.1 of the Comprehensive Zoning Law;

Now, therefore, be it

RESOLVED,

1) that the Planning Board classifies this subdivision as a major subdivision, and finds that the sketch plan is not currently in compliance with Section 3.8 of the Town's Comprehensive Zoning Law;
2) that the Planning Board will defer a determination on SEQRA until the applicant's Interpretation on single-family homes has been provided by the Zoning Board of Appeals.

Seconded by Nancy Kupiec & roll called as follows:

M. Mastin-YES; R. Viola-YES; N. Kupiec-YES; C. Horne-YES.

MOTION CARRIED BY A 4-0 VOTE

NOPPERS-325 COLUMBIA TURNPIKE-SITE PLAN MODIFICATION: (19-17)

Steve Hart of Hart Engineering presented the proposal to the Board on behalf of the applicant Richard Nopper at 325 Columbia Turnpike. Steve Hart stated that they are permitted for retail sales but are not permitted for automotive service repair so they have applied for a Special Use Permit. Steve Hart stated that there was a concern from Adam Yagelski & the Building Dept. that the site doesn't turn into a junk car type situation. An idea was to have employee parking be up front by Columbia Turnpike.

•Nancy Kupiec asked how many parking spaces they need for what it's being used for. Steve Hart stated that he's not really sure, they're only adding two employees. Nancy Kupiec asked if parking was per sq. ft.

Steve Hart stated he's not sure.

Chairman Mastin asked if they are planning on doing anything to the façade on the building. Steve Hart stated that he is not sure. Steve Hart stated that they are planning to do some landscaping.

Joseph Slater read the requirement for vehicle parking.

Chairman Mastin asked if the applicant may be amenable to screening cars on the other lot, on the other side of the other building. Steve Hart stated that he could ask him.

•Ralph Viola stated that they can't encroach in the rear of the site anymore once the trail gets put in.

•Nancy Kupiec stated that maybe they could plant a couple of trees where a couple of the parking spaces are and it would soften the landscaping quite a bit. Ralph Viola stated that they would have to be tall enough so they didn't block the visibility coming in and out of the site.

•Chris Horne asked if he might be able to put up a fence for screening, but this suggestion did not garner support from the Board.
Chairman Mastin asked if there was anything else.

MOTION: A motion was made by Chairman Mastin as follows: **The Town of East Greenbush Planning Board hereby declares itself as Lead Agency under SEQRA, classifies this action as an Unlisted Action, accepts the sketch plan & schedules a Public Hearing scheduled for July 24, 2019 @ the East Greenbush Town Hall @ 7:05 PM.**

Seconded by Jim Moore & roll called as follows:

M. Mastin-YES; J. Moore-YES; R. Viola-YES; N. Kupiec-YES; C. Horne-YES.

MOTION CARRIED BY A 5-0 VOTE

PHEASANT HOLLOW-2670 PHILLIPS ROAD-7 LOT CLUSTER SUBDIVISION: **(19-18)**

Steve Hart of Hart Engineering presented the proposal to the Board. Steve Hart stated that the parcel is on Phillips Road and the proposal is for a 7 lot cluster subdivision. The site consists of 10.6 acres. The lots have water available and the applicant has applied to the Town Board for a sewer district extension. The lots all have a minimum of 100' of frontage and are at least ½ acre lots. Five lots meet the requirement but two of the lots would be larger and one is for Steve Hart & his wife which would be 6 acres and one is for their current neighbor which will be a 1 ½ acre lot. The parcel is in the R-B zoning district. Approximately 3.35 acres will be left as open space.
•Ralph Viola asked if they will have to reconfigure the golf course. Steve Hart stated that is correct. Steve Hart stated that they will propose sewer connection to 11 homes and asked that this be considered an amenity.
•Chris Horne asked for confirmation that where he proposes to build is actually part of the golf course. Steve Hart stated that is correct.

MOTION: A motion was made by Chairman Mastin as follows: **The Town of East Greenbush Planning Board hereby classifies this project as a Major Subdivision, declares itself as lead agency under SEQRA and classifies the project as an Unlisted Action.**

Seconded by Jim Moore & roll called as follows:

M. Mastin-YES; J. Moore-YES; R. Viola-YES; N. Kupiec-YES; C. Horne-YES.

MOTION CARRIED BY A 5-0 VOTE

CRISTO-1143 RED MILL ROAD-SITE PLAN MODIFICATION: **(19-19)**

Travis Rosencranse from Creighton Manning presented the proposal to the Board. Mike Cristo is the owner of the property and it's an active site receiving fill from the Regeneron project on Tempel Lane. Travis Rosencranse stated that Mike Cristo is looking to close up that site and start using the site on Red Mill Road for fill, a staging area for National Grid and future development down the road. Travis Rosencranse stated that Regeneron has 85,000 cubic feet of fill. Mike Cristo purchased the site on Red Mill Road which consists of approximately 7.4 acres. Travis Rosencranse stated that they are progressing an archeological & wetland study.

•Jim Moore asked what needs to be done to close the site. Travis Rosencranse stated that the site is 85% stabilized with grass, they need to maintain the silt fence and send NOT to NYSDEC. Jim Moore asked if a lot of trees would be removed on the new site. Travis Rosencranse stated that is correct.
Chairman Mastin asked if the staging area for National Grid will be long term. Travis Rosencranse stated until the gas line is finished.
•Nancy Kupiec stated that basically they're going to clear trees for storage and then later development. Travis Rosencranse stated yes, ultimately.
Chairman Mastin stated that the Board would like to see something regarding the closing of the first site.
•Jim Moore stated that he'd like an engineer to conduct a review of the property and habitat.
Chairman Mastin stated that he'd like some more info on the National Grid staging area and will touch base with Adam when he gets back.
•Chris Horne stated that the intent of all 3 cells would be to use them for Regeneron fill. Travis Rosencranse stated that is correct. Chairman Mastin stated that any motion is tabled.

REFERRALS-REPORTS & RECOMMENDATIONS:
ZBA Appeal #2019-09-Michela-108 Maryland Ave West-2 Area Variances for proposed 26' x 28'.8"addition-report by Jim Moore

NEW ZBA REFERRALS:
NONE

REVIEW AND APPROVAL OF MEETING MINUTES:
Motion by Chairman Mastin to approve the June 12, 2019 meeting minutes as is.
Seconded by Ralph Viola. Motion carried by a 4-0-1 vote. Matt Mastin abstained.

ADJOURMENT:
There being no further business before the Board, the meeting was adjourned by Chairman Mastin.
Seconded by Ralph Viola. Motion carried by a 5-0 vote.

Respectfully Submitted
Alison Lovely, Planning Secretary

FINAL v6 6/26/2019

Motion (17-19)
Town Center Planned Development District Recommendation to the Town Board

Motion: A motion was made by Chairman Mastin as follow: **The Town Planning Board in its review of the Town Center Planned Development District (hereinafter "PDD") application, held a public hearing on the proposed PDD on August 22, 2018, and considered, among other factors, the following as stated in 2.9.7 of the Comprehensive Zoning Law of the Town of East Greenbush:**

1. The need for the proposed land use at the proposed project locations.
2. The existing character of the neighborhood in which the PDD will be located.
3. The location of the principal and accessory buildings on the site in relation to one another.
4. The pedestrian circulation and open space in relation to structures.
5. The traffic circulation features within the site, and the amount, location and access to automobile parking areas.

In the Planning Board's review, the following comments have been offered for the Town Board's consideration:

1. The Need for the Proposed Land Use at the Proposed Project Locations

The proposed project consists of 300 apartment units, approximately 12,800 square feet of commercial space, and a +/- 1.35 Acre future commercial development pad area accommodating a maximum of 25,000 square feet and a minimum of 4,000 square feet of building space, and related utilities and other site improvements on a 34.6 acre site (the "Project"). The applicant seeks to develop the Project in approximately five (5) phases according to Table 1. The timing of the future development pad phase is unknown.

Table 1. Principal buildings by phase

Phase	Approximate Number of Multifamily Residential Units	Commercial Space	Approximate Building Quantity	Building Type (as depicted in proposed local law Appendix E Architectural Standards)	Concept Plan Reference
1	50	12,800 sf	1	Area 1 Style Bldg	"A"
			1	Area 1 Style Bldg	"B"
2	60	0 sf	1	Area 1 Style Bldg	"C"
3	60	0 sf	1	Area 2 Style Bldg	"E"
			1	Area 1 Style Bldg	"D"
4	60	0 sf	5	Area 2 Style Bldg	"E"
5	70	0 sf	6	Area 2 Style Bldg	"E"

Future	Max. 25,000 sf combined/ Min. 4,000 sf	TBD	Area 1 Style Bldg	"Future Development Pad"

The applicant has submitted a market study prepared by GAR dated February 22, 2017 ("Market Study") as part of its application. The Market Study recommends a phased approach, concluding, "While there is support for the intended 300 apartments, we are recommending 162 total units for the initial development strategy to be built in smaller phases with 30 to 60 apartments per phase, and subsequent phases as required." The Market Study recommendations are based upon several assumptions, such as delivery of a "high-quality product"; "locational characteristics," such as walkability; "employment growth"; "population changes," such as growth of about 1,000 people in the analysis area, short term growth in the 21-34 demographic (i.e., "younger millennial households"), and sustained growth in the 55-64 age bracket; competition from similar planned and proposed apartment complexes in close proximity to the Project; and "positioning [of] subject rents higher than the overall market average." The scenario analyzed in the Market Study is defined as an "upscale, luxury apartment complex...[requiring] on-site amenities."

The "2006 Town of East Greenbush: Land Use Plan Update and Zoning Study" (hereinafter "Land Use Study") elaborates several land use concepts for the Columbia Turnpike corridor which this Project would address. These include infill development and attraction of growth; multi-family, mixed use, and multi-story developments; and internal road systems, pedestrian paths and sidewalks and cross-connections to adjacent parcels and side streets off of Route 9 & 20. The 9 & 20 Corridor Plan & Design Guidelines Final Draft 2014 ("Corridor Plan") also provides support for these land use concepts.

The Market Study provided shows that there is a market for apartments within the Town of East Greenbush, but the study does not show an immediate market for the 300 units which would constitute final build out. The Project will be built according to the phasing plan, which addresses the Market Study recommendation of an initial smaller phase of 162 units. The Market Study did not analyze the commercial real estate component. Town planning documents support attractive, mixed-use, multi-family developments connected to existing neighborhoods and the transportation network.

2. <u>The Existing Character of the Neighborhood in which the PDD will be located</u>

According to the Land Use Study, the Project is wholly contained with the "9 & 20 East Character Area." According to the Study: "Route 9 & 20 east extends from an area near the junction of Elliot Road, Route 4, and Route 9 & 20 south to the boundary with the Town of Schodack." The Project's principal access points are situated along 9 & 20 and this area is currently primarily commercial, with several restaurants, a hotel, a grocery store, a self-storage business, and other businesses located within a 10-minute walk. To the east lies the Sherwood Park neighborhood, which adjoins the Project along its easterly boundary. Sherwood Park is composed of single-unit detached homes, has a moderate settlement density, and is one of the Town's established and recognized neighborhoods. To the south and west lies land once used for gravel mining and other industrial uses.

The Land Use Study indicates that "The public vision for [the 9 & 20 East Character Area] is to preserve and improve the integrity and character of the historic East Greenbush hamlet area and surrounding neighborhoods and to create a more focused commercial node at/near the Hannaford

Plaza." It continues: "Public input favors the concept of concentrated commercial growth in and around the intersection of Route 4 and Route 9 & 20. More commercial development of an appropriate scale should be focused around this area...Dealing with traffic along Route 9 & 20 in this area of town is a major concern for residents." To address these concerns goals include "improving overall walkability with the use of added sidewalks, intersection improvements and pedestrian amenities."

The Land Use Study vision for the 9 & 20 East Character Area for Columbia Turnpike (Route 9 & 20) is that the area "is and should continue to be the "Main Street – Great Street" of East Greenbush, with focused, walkable places for work and shopping and other community activities. Attract town's growth to this area of town...in distinctive, focused places that relate to and connect to the existing surrounding fabric of the community. Enhance and create attractive places along 9 & 20 to attract local residents and businesses, as well as regional commuters, employers and shoppers. Buffer, enhance and protect the quality of the residential neighborhoods. Provide additional, appropriate housing opportunities for seniors and for multi-family needs, in a manner comparable with surrounding residential character." The area in the vicinity of the Project is identified as "Central Marketplace," one of the "recommended nodes for focused development...potentially the most intense development could occur along this already busy corridor, with larger stores and potential multi-story buildings."

The 35-acre site is situated within two zoning districts. Along the project frontage on Columbia Turnpike is the B-1 General Business Mixed Use District. This district extends approximately 850 feet off of the highway. The rear portion of the parcel is in the R-B Residential-Buffer District.

The northerly approximately 10.1 acres of the project is located within the B-1 (General Business Mixed Use District). According to Section 2.6.3.A of the Town's Comprehensive Zoning Law (CZL), "The purpose of the R-B district is to support low-density residential, agricultural, rural and open space uses and serve as a transition from the medium-density neighborhoods of East Greenbush to the more rural areas of town." The remaining approximately 24.8 acres of the southerly portion is zoned R-B (Residential-Buffer). According to Section 2.7.2.A of the CZL, "The intent of the B-1 district is to promote redevelopment with high-density, mixed use structures which help define a coherent village atmosphere, providing local goods and services and linking nearby residential neighborhoods with a pedestrian-friendly environment."

The Planning Board finds that the project location is consistent with the goals and visions of the area as discussed within Town planning documents, including the Land Use Study, as well as the B-1 zone as defined in the Town's Comprehensive Zoning Law. This part of Town has been highlighted in Town planning documents for additional growth that is higher-density, compatible with existing neighborhoods, and which provides pedestrian connectivity to desirable businesses and other activity generators. The portion of the Project within the R-B zone would see a significant increase in allowed residential density and an extension of development into an historic gravel mine and industrial area. It is bordered primarily by commercial B-1 lands and lands zoned R-2 (medium density). This portion is also currently vacant. The Project would include enhanced, permanently maintained buffers along the easterly boundary with Sherwood Park to enhance compatibility and transition. The Planning Board finds that green space is an important part of the proposed project and the Developer should strive to create and keep as much green space as possible on the approved site plan.

3. <u>The location of the principal and accessory buildings on the site in relation to one another</u>

The PDD proposal consists of multiple principal buildings with a maximum of 300 residential units and a minimum of 12,800 square feet of commercial space. Accessory buildings include: one (1) clubhouse, 1-story residential parking garages, and one (1) maintenance garage. A future development pad area would contain a maximum of 25,000 sf of gross floor area. In general, site density and intensity of use decreases from north to south within the site.

The mixed-use building and future development area are to be located with frontage along Columbia Turnpike. These buildings would be situated a maximum of 15 feet from the right-of-way, in compliance with current B-1 zoning. The first floor of the mixed-use building would contain a minimum of 12,800 sf of commercial space with residential units occupying the above stories. Three additional buildings not to exceed the maximum allowable height to the south would contain multifamily units. Together these approximate 4 buildings, along with the parking garage structures and future development pad, would be situated on approximately 10.1 acres along and occupy the northern portion of the site. The remaining approximately 24.5 acres on the southerly portion of the site would contain Area 2 Style buildings as well as the clubhouse. The location of the maintenance garage has not been determined.

The structures along Columbia Turnpike would be positioned no greater that twenty five (25) feet of the right-of-way, enhancing the streetscape appearance. Building "C," a multi-family building would also be positioned along the proposed access road. Parking would be situated to the rear of the buildings in these areas. Permanent 50' buffer areas lie between Building "C" and the residences along Jefferson Ave (37 Jefferson Ave side yard is excluded from this setback) as well as between the Area 2 buildings and the residences along Parkview Drive, provided that the buffer area behind 1 Parkview and 3 Parkview may be disturbed during construction and the developer will restore said buffer area with type 1 vegetation prior to obtaining the certificate of occupancy for the building(s) located in Area 2 that are contiguous to Parkview Drive. There is an existing 5 feet to 15 feet berm as well as mature vegetation between the Parkview residences of the site which would remain undisturbed. In addition, the Area 2 style buildings in this area of the site would be positioned 50' from the edge of the 50' buffer, for a total 100' setback from the property line. The Planning Board finds that a deed restriction or similar mechanism is required to maintain these areas in perpetuity and recommends that site plan approval be conditioned upon the developer providing draft deed restriction language for the Town's review and approval.

The proposed clubhouse would be situated in the southerly portion of the site, away from Columbia Turnpike and along the access road, and is centrally located to provide access and minimize pedestrian roadway crossings. The accessory parking garages would be positioned to further screen the parking area adjacent to Building "C" from Jefferson Ave residences.

4. <u>The pedestrian circulation and open space in relation to structures</u>

The plans call for sidewalks within the development and will be designed in accordance with ADA requirements and standards. Sidewalks will generally be installed along both sides of the proposed Access Roadway for approximately 500' linear feet with sidewalks one side for the remaining length of the Access Roadway. Provision for a sidewalk connection to the property at 598 Columbia Turnpike (aka "Hannaford Plaza") would be made in the area of Building "D." The sidewalks along the proposed Access Roadway would be connected to Columbia Turnpike. Sidewalks are not currently installed on Jefferson Avenue and no pedestrian connection to Jefferson Avenue is proposed within the Emergency Access

Point. A 10' wide paved multi-use nature trail would be installed along the existing Town utility (sanitary sewer) easement at the southern portion of the site; connections to 598 Columbia Turnpike and Eckman Place would be made at a later time. The applicant has indicated that maintenance requirements of the proposed multi-use trail would be consistent with those set forth by the Albany Hudson Electric Trail.

The northern approximately 10-acre portion of the site is more densely developed in accordance with the neighborhood context and current Town zoning. Buffer areas will remain undisturbed, and green space between buildings, for stormwater management areas, and within parking lots is provided. The remaining approximately 25-acre southerly portion is less densely developed and provides more open and green space. The undisturbed area includes the two (2) permanently protected (deed restricted or similar) and maintained buffer areas. Along the southern site boundary, elevations decrease from approximately 265' to 240' and development would be concentrated on the upland areas to the north.

The Planning Board finds that the proposal provides pedestrian mobility and accessibility appropriate to a multi-family and mixed-use development. When combined with the higher residential density and location near activity centers, the pedestrian circulation system should promote walkability and reduced automobile use for some trips. Crosswalk markings in accordance with generally accepted traffic engineering standards should be provided along the proposed Access Roadway where required and will be determined during site plan review. In addition, the designer needs to consider other elements to provide for a safe crossing that includes signage, ADA accessibility and any other elements to improve safety.

Opportunities for additional sidewalk and multi-use trail connections from the site to the surrounding neighborhood should be considered during site plan review. Should a pedestrian connection become desirable, the Planning Board recommends that pedestrian accommodations be provided in the proposed Emergency Access drive, including a cross-walk or other suitable connection to the Access Road sidewalk system. The developer will be required to provide at its expense, these accommodations if requested by the Town during site plan review.

The Planning Board notes that, unlike the Albany-Hudson Electric Trail, capital maintenance costs associated with the proposed multi-use trail would be born exclusively by the Town. In addition, the Planning Board recommends that trail design be as consistent as possible with NYS OPRHP guidelines and Trail Development Standards (e.g., for vertical clearance, corridor clearance, treadway width, grade, accessibility, etc.) or similar recognized design standards. It is further recommended that the applicant show a connection from the proposed multi-use path to the multi-family development area. Accordingly, the Planning Board recommends that DPW review and approve the proposed multi-use trail design standards and maintenance plan as part of the site plan review process.

The Planning Board finds that the proposal provides undisturbed buffers, green space, and open areas within the northern 10 acre portion of the site appropriate to a more densely developed area. The remaining 25 acre portion contains relatively more open space appropriate to lower development density and as a transition from the Columbia Turnpike corridor. A USACOE Jurisdictional Determination regarding the mapped wetlands must be submitted as part of site plan review. The Planning Board recognizes the importance of maintaining green space within the project area. The Planning Board recommends that details for proposed trailhead installations (e.g., bollards and signage) be provided during site plan review and that approved trailheads be constructed by the developer at its expense.

5. The Traffic Circulation features within the Site, and the amount, location and access to automobile parking areas

Access to the proposed development will be from Columbia Turnpike. An approximately 2,500' proposed private access road, constructed in phases, will begin at Columbia Turnpike directly across from an existing access road at 589 Columbia Turnpike (the entrance to the Funplex Fun Park). The access road will terminate with a cul-de-sac. Accommodations will be made on the cul-de-sac to allow for future connections to the south and east. An "Emergency Access Only" roadway connection will be made near the mid-point of this new town road, at the existing Jefferson Avenue. Parking for all proposed commercial and residential units will be provided with separate private lots, with the exception of the mixed-use areas of the Project. The access road will be designed and constructed to Town standards or standards acceptable to the Commissioner of Public Works for future dedication to the Town should the roadway serve more than one property owner. A proposed roadway cross section subject to Commissioner of Public Works approval has been included with the PDD and must be included during site plan review.

The East Greenbush Fire Department (EGFD) was consulted as part of the review. The proposed cul-de-sac would be designed to accommodate fire apparatus turning movements. EGFD has reviewed the concept plans, including the proposed Emergency Access. EGFD must be consulted during site plan review to address building accessibility, Emergency Access design, and other emergency operations issues (e.g., hydrant location and specific building design concerns).

Subject to the mixed -use credit set forth in Section 2.7.2.F.1.a.ii of the Comprehensive Zoning Law a total of 1.5 spaces per one-bedroom units and 1.8 spaces per two bedroom units, which may include garage spaces, if applicable but not required. Subject to the mixed- use credit set forth below, five (5) spaces per 1,000 square feet of gross floor area in Proposed Buildings A . A credit of twenty percent (20%) of the above referenced parking requirements may be provided in area of commercial and residential mixed used development, which is consistent with Section 2.7.2.F.1.a.ii of the CZL. During site plan review the developer may propose banked parking for the Town's consideration.

Parking would be located behind Building "A" therefore shielded from view from Columbia Turnpike and parking for Building "C" would be primarily shielded from the view from the proposed access road. The Planning Board recognizes the importance of parking being shielded from Columbia Turnpike and, except for certain uses, parking for the future development area would also be located behind or alongside any building(s) and shielded from view from Columbia Turnpike and will be developed during site plan review for the future development area. Structured parking areas would provide garaged parking in the vicinity of Building "C" and would also contribute to visual screening from adjacent properties. The applicant may provide additional parking garages for the other residential units during site plan review. The applicant has provided renderings of multi-family buildings suggesting that first floor garage spaces will be provided with some multi-family buildings. Required Off-Street Loading areas will be subject to site plan approval.

Overall, the Planning Board finds that the amount of proposed parking is consistent with the Comprehensive Zoning Law requirements. Application of the 20% mixed use credit must be consistent with Section 2.7.2.F.1.a.ii and subject to Town approval. The Planning Board recommends that any structured parking or garage spaces be required for buildings constructed in Area 2 be used exclusively by residents occupying the residential units for parking vehicles, storage of personal property, and the

like; these garage areas must not become storage areas. Access to parking is sufficient and consistent with multi-use and multi-family developments and the Town's standards. The Planning Board recommends that adequate loading areas be provided with site plans for mixed use areas. Final design is subject to site plan approval. Requirements for accessible parking spaces must be addressed during site plan review. The Planning Board recommends that a detail of the proposed Emergency Access be included during site plan review; that the Emergency Access be designed and constructed in accordance with applicable requirements, including IFC requirements for width and load rating; and that an area of potential future right-of-way be provided and deeded to the Town in order to facilitate intersection construction, should the Emergency Access become a public roadway in the future.

6. Traffic Level of Service and Operations

This project would generate 168 AM and 206 Peak PM trips onto Columbia Turnpike. The project frontage currently consists of four total curb cuts. Two of the four existing curb cuts will be removed as part of the proposed plan and access to the site will be provided via two full access driveways on Columbia Turnpike. Access to 590 Columbia Turnpike (presently, Storage Solutions) would be reconfigured and provided from the proposed access road to be built as part of Phase 1.

In addition, the 1.35 acre future development pad was also analyzed as part of an additional sensitivity analysis of the future development site utilizing a specific use and based upon information provided by the applicant and uses allowed in B-1 and B-2 zones and was found to potentially generate an additional 81 AM and 86 PM Peak trips using a conservative land use. The updated report does not show a substantially different peak hour vehicle trip condition from the prior assessment.

At full buildout (300 apartments, 12,800 sf of commercial, commercial use of the future development area), a maximum 249 AM Peak and 292 PM Peak trips could be generated. The Planning Board finds, based upon materials submitted by the applicant, which have been reviewed by the Town and NYSDOT, that the development would not have a negative impact on existing levels of service. The Traffic Study does not address safety issues. Removal of two curb cuts supports sound access management along Columbia Turnpike. It is currently unknown what type of uses will occupy the mixed-use area and future development area. Therefore, the Planning Board recommends that documentation be provided as part of site plan review that the potential trip generation of the site is consistent with the traffic analysis supplied by the applicant. This documentation should include an updated traffic analysis as appropriate.

7. Utilities

The utility infrastructure development of the site will consist of the construction of utility extensions for water, sanitary, electric, gas, telephone, and cable. The costs of the extension of utility infrastructure system, including upgrades to existing infrastructure, would be the responsibility of the Developer.

Average daily sewer loading is estimated at 63,900 GPD (44.4 gallons per minute) and would pass through the Corliss Avenue Pump station prior to entering the WWTP. There is an existing 8" sanitary main situated on the south side of the highway and an 18" trunk line situated in the southerly portion of the site. All proposed new sewers will be gravity 8" sewer. This project will require the installation of approximately 2,700 linear feet of sewer line and 11 new sanitary manholes. It is proposed that portions

of the proposed sewer infrastructure serving multiple buildings be conveyed to the Town and placed in utility easements.

Average daily water usage is estimated at 63,910 GPD. There is an existing 16" water main along the southerly side of Columbia Turnpike. A new 10" water main is proposed to be connected to the existing 16" pipe, at the intersection of the proposed roadway and Columbia Turnpike. Approximately 2,500 linear feet of water main and related appurtenances will be required for this project. It is the intent that the water system be designed and constructed to Town standards. It is proposed that portions of the proposed water infrastructure serving multiple buildings be conveyed to the Town and placed in utility easements.

The project would result in approximately 25 acres of disturbance across all phases and, at full buildout, a total of approximately 15 acres of impervious surface would be installed. Storm water management will be accomplished through yard drains, roof leaders and asphalt wing gutters and then will be conveyed, via an enclosed storm water system, to stormwater management practices in accordance with NYSDEC and Town guidelines. Proposed water quality and quantity measures to be implemented consist of rain gardens, bio retention areas, swales and above ground and below ground detention systems. The applicant proposes to maximize infiltration due to the presence of Class A soils. Private detention systems and water quality systems located on private lots, will be the responsibility of the Developers. If the Town takes ownership of the proposed Access Road, the Town will take ownership of the stormwater conveyance system located within areas to be dedicated to the Town. This portion of the proposed conveyance system may discharge to other portions of the conveyance system and, ultimately, to stormwater management practices on privately owned lands. These privately held elements of the system that receive stormwater from any public system elements must remain under the long-term ownership, operation, and maintenance of the developer and property owners, subject to appropriate stormwater agreements with the Town.

The Planning Board finds, based upon the materials submitted by the applicant, that there is adequate water supply and sanitary sewer system capacity (conveyance system and WWTP) to serve the project. Due to the unknown nature of the precise commercial uses, the Planning Board recommends that future site plan approval be conditioned upon receipt of documentation confirming these findings. As well, any site plan approval for the future development area must be conditioned upon demonstrating that sufficient water and sewer capacity exists. The sanitary sewer system will be designed and constructed in accordance to Town standards and portions of the water and sewer systems serving multiple buildings would be dedicated to the Town following acceptance. The applicant must submit evidence prior to site plan approval that NYSDEC and/or Rensselaer County have reviewed and approved the proposed water and sanitary sewer systems. Connections to Town-owned facilities will require a Town Utility Permit.

The Planning Board finds that the applicant should provide a feasibility study to demonstrate how the approximately 15 acres of impervious surface to be installed at full buildout will be accomplished in accordance with local and NYS requirements. The proposed stormwater management system must be designed in accordance with NYSDEC, Town DPW, and Town MS4 requirements. An approved SWPPP must be submitted for each phase of development. If the stormwater infrastructure will be owned in whole or in part by the developer rather than the Town then an Operation and Maintenance Agreement shall be provided by the developer. Some stormwater discharged from Town-owned areas, should any

exist, will be conveyed and managed by the developer and owner. Construction phase stormwater management must conform to NYSDEC and Town MS4 requirements.

8. Lighting, Landscaping and Screening

Site and roadway lighting will be determined during site plan review. All fixtures will be full-cutoff, downward-facing and be Dark Sky compliant. Light fixtures located within the interior asphalt area of a parking lot will not exceed 20 feet in height. Light fixtures located along the perimeter edge of a parking area within 50 feet of a property line will not exceed 18 feet. Light fixtures located along roadways shall not exceed 25 feet in height, subject to Department of Public Works approval during site plan review. Light fixtures located along pedestrian walkways adjacent to parking lots should be pedestrian scale but shall not exceed 18 feet in height. Light fixtures located along internal pedestrian walkways or paths not adjacent to a parking area will not exceed 12 feet in height. The Planning Board will consider exterior lighting fixtures that minimize glare while reducing light trespass and skyglow.

All exterior building or security lighting must be full-cutoff, shielded and/or angled downward to focus the light only on the intended doorway or walkway as necessary. Building-mounted architectural "accent lights" are permitted as downward-facing only.

All new utilities will be installed underground.

The applicant has submitted a proposed landscaping concept (Exhibit G Landscaping Buffer). Project landscaping will be determined during site plan review according to Town Standards applicable at the time of site plan review. To the extent street trees are recommended by the Town during site plan review, the location and species of trees will be determined. The proposal includes two 50' buffer areas (described above). The buffer along the boundary with the Parkview Drive residences is approximately 1,000' in length and totals approximately 50,000 sf. The buffer along the boundary with the Jefferson Ave residences is approximately 480' in length and totals approximately 24,000 sf. These buffers will be permanently undisturbed, and the property owner will maintain these buffers as needed. The Planning Board recommends that these buffers be periodically reviewed for adequate visual screening functionality and replanted, as needed, subject to Planning Board approval.

Trash and recycling dumpsters or similar collection areas shall be located in the rear or to the side of buildings and screened from view from Columbia Turnpike, properties not part of the PDD and, to the extent practicable, pedestrian walkways (not including service alleys). Trash pick-up will not be allowed prior to 7:00 a.m. Screening shall be achieved with building enclosures on three sides which match or complement the exterior building materials.

The Planning Board finds that the proposed lighting, landscaping, and screening approach is consistent with the overall project concept and applicable Town standards. The Planning Board recommends that the approximately 74,000 sf of 50' buffers be maintained in accordance with landscaping design standards and intent set forth at Section 3.2.3.A (Type I) of the CZL, which is to provide a sight barrier to significantly separate uses and Land Use Districts. If LED fixtures are proposed to be installed, the Planning Board recommends that the design conform generally to International Dark Sky Association (IDA) standards and guidelines. In particular, the applicant must submit proposed correlated color temperature specifications during site plan review.

The Planning Board recommends that proposed LED lighting be shielded 3000K or less LED lighting, in accordance with IDA guidelines.[1] Any LED lighting plan submitted during site plan review must include an evaluation of the use of products with adaptive controls like dimmers, timers, and motion sensors and consideration must be given to dimming or turning off the lights during overnight hours. The applicant must submit a lighting plan for each phase, subject to Town approval. The Planning Board recommends that the developer coordinate with National Grid regarding specifications of any light poles and related facilities to be installed in the Access Road which could become Town-owned in the future.

9. Signage and Architectural Standards

Proposed architectural renderings are attached as Appendix E of the proposed local law and represent proposed general standards for the buildings to be built in the PDD. The final design, lighting, if any, and location of signs shall be determined during site plan review subject to the conditions and standards set forth in Appendix D of the proposed local law. The Planning Board finds that the building materials and proposed signage are consistent with the PDD proposal and objectives.

10. Phasing

The applicant has submitted a phasing plan. Phase details are summarized in Table 1 in Section 1, above. The Planning Board notes that each phase, including any future development pad phase, will be subject to site plan approval. The Planning Board also notes that the proposed multi-use trail would be constructed during construction of Phase 4.

11. Proposed Zoning

For land use zoning purposes, the site would be divided into two sections as shown on Exhibit R Area Summary. Proposed uses are summarized below.

Table 2. Proposed land uses by Town Center PDD Area

Use	Area 1 (w/ Col. Tpk. Frontage)	Area 1 (w/o Col. Tpk. Frontage)	Area 2
Residential: Multi family residence	Permitted	Permitted	Permitted
Residential: Mixed Use with Commercial	Permitted		
Civic; Religious facility	Permitted		
Civic; cultural facility	Permitted		
Civic; public facility, bank, or government office	Permitted		
Health/Medical; offices or clinic, outpatient, each tenant space not to exceed 2,500 sq. ft. in the mixed use Building A.	Special Use Permit	-	-
Recreation; private, veteran/fraternal or social club	Special Use Permit	-	-
Restaurant; indoor, fully enclosed	Permitted		

[1] See International Dark Sky Association, *LED: Why 3000K or Less* https://www.darksky.org/our-work/lighting/lighting-for-citizens/3k/ (accessed June 5, 2019).

Use	Area 1 (w/ Col. Tpk. Frontage)	Area 1 (w/o Col. Tpk. Frontage)	Area 2
Restaurant; with drive-thru or curb service	Permitted		
Restaurant; with outdoor seating	Permitted		
Retail; single tenant	Permitted		
Retail; single tenant, < 15,000 square feet	Permitted		
Retail; multi-tenant shopping center	Permitted		
Retail; with drive-thru	Permitted		
School; college or trade	Permitted		
School; nursery, day care	Permitted		
Services; personal care	Permitted		
Services; professional office	Permitted		
Parking Off Street or Garage	Accessory		
Storage: Indoors, merchandise in stock	Accessory		
Structure: Commercial garage	Accessory		
Residential Recreation facility	Accessory		
Residential recreation facility - This use shall specifically be related to the Club House which shall include amenities open to all PDD residents.			Accessory
Structure; commercial garage or shed - This use shall be restricted not to exceed 2,500 square feet, specifically related to grounds maintenance of the PDD area.			Accessory

The Planning Board further recommends that, per Section 2.9.A.D of the Town's Comprehensive Zoning Law, the proposed local law be modified to state "Where standards are not changed or established in the PDD, the standards of the underlying zoning district shall be noted appropriately." Therefore, the standards in the B-1 and R-B zones prior to implementation of the PDD and rezoning must apply unless otherwise stated.

The Planning Board finds that the proposed uses by Area are consistent with the proposed PDD concept.

12. Smart Growth Analysis

According to the American Planning Association (APA) Policy Guide on Smart Growth,[2] Smart Growth encompasses the following 16 Core Principles. This section presents an analysis of the proposed PDD along for each Core Principle.

[2] See https://planning.org/policy/guides/adopted/smartgrowth.htm

Smart Growth Principle	Analysis of Proposed PDD	Degree of Conformity
Efficient use of land and infrastructure	The proposal involves construction of 300 multi-family units and up to 37,800 sf of commercial space which connects to and would expand upon an area of existing development. Minimal extension of existing utilities would be required. The increased multi-family density also results in less overall developed area footprint.	High
Creation and/or enhancement of economic value	The proposal would construct new, contemporary, mixed-use structures and expand the inventory of new commercial space in Town. The attraction of new residents will result in spillover economic benefits to the Town.	High
A greater mix of uses and housing choices	The proposal would bring contemporary mixed use development to the Town. It also includes new multi-family construction with conveniences and amenities increasingly expected by certain demographic groups. These new structures would also be situated within walking distance to transit, pedestrian infrastructure, and retail and other services.	High
Neighborhoods and communities focused around human-scale, mixed-use centers	A new mixed use structure is positioned at the gateway of this proposal. Connections would be made to one of the Town's existing commercial centers.	High
A balanced, multi-modal transportation system providing increased transportation choice	The project involves construction of sidewalks, a multi-use trail, and is situated within walking distance of transit service. Adequate vehicle parking would be provided and shared among uses. The proposal includes a program involving centralized package delivery. Other freight service accommodations would be determined at site plan review.	High
Conservation and enhancement of environmental and cultural resources	Approximately 9.6 acres of the project (or 27.7% of total site area) would remain undisturbed. In addition, the proposal extends and densifies and existing settled area, thereby reducing the overall potential footprint of development. Site potential for historical and cultural sensitivity and impacts has been addressed.	Moderate
Preservation or creation of a sense of place	The proposal would contribute to redevelopment of the Town's "Main Street," Columbia Turnpike. It would foster a sense of place by creating an updated, contemporary mixed-use development along what has historically been an automobile-oriented commercial strip corridor.	High
Increased citizen participation in all aspects of the planning process and at every level of government	The applicant has provided opportunities for public input on the proposal. The Town, in accordance with its local laws, will conduct two public hearings on the proposal. Nearly 100 people attended the first public hearing. A number of written comments were received. Opportunities for additional comment will be provided during site plan review.	Moderate
Vibrant center city life	The proposal would enhance and reinvigorate both the built environment and, through walking, biking, and transit connections, experience of Columbia Turnpike as an accessible, attractive place.	Moderate
Vital small towns and rural areas	Because it is located in an existing, developed part of Town, there will be a reduced need to develop greenfield sites in the more rural parts of Town.	Moderate
A multi-disciplinary and inclusionary process to accomplish smart growth	Multiple Town departments and reviewing engineers have been involved in this process. Opportunities for public input have been provided, including a public hearing before the PB. The Town Board	Moderate

Smart Growth Principle	Analysis of Proposed PDD	Degree of Conformity
	will also have a public hearing. The Planning Board also had a workshop with the developer open to the public.	
Planning processes and regulations at multiple levels that promote diversity and equity	Public input has been solicited from Town residents.	Moderate
Regional view of community, economy and ecological sustainability	The proposal would address evolving housing needs of certain demographic groups, such as early-career professional, those who need housing choices to promote mobility for job opportunities, and those looking to downsize their homes with a mixed use community in the center of Town and thereby help create a regional balance of these types of housing opportunities.	Moderate
Recognition that institutions, governments, businesses and individuals require a concept of cooperation to support smart growth	The nature of the PDD approval process for this proposal requires collaboration among multiple stakeholders.	Low
Local, state, and federal policies and programs that support urban investment, compact development and land conservation	The proposal involves a PDD approval, which is "intended to encourage creative, compact development while fostering community amenities such as a usable open space system for residents and nearby neighborhoods throughout the Town." The Town's zoning code and current Columbia Turnpike redevelopment imitative also help facilitate compact development along this existing developed corridor in Town.	Moderate
Well defined community edges, such as agricultural greenbelts, wildlife corridors or greenways permanently preserved as farmland or open space.	Situated along Columbia Turnpike, this project further helps differentiate the more densely settled areas of Town from other, more rural areas. By not requiring extension of water and sewer into these rural areas, the project promotes preservation of these areas.	Moderate

The Planning Board finds that, on balance, the proposal expresses a moderate-to-high degree of conformity to the Core Principles. The proposal advances those Principles relating to contemporary mixed-use development in areas served by water, sewer, and multi-modal transportation networks.

13. Amenities

In accordance with Section 2.9.5 of the Town's Comprehensive Zoning Law, where a PDD occurs by a rezoning of a prior residential district, the density shall not exceed the base density otherwise permitted per developable area in the "District Area and Bulk Schedule" for that district. However, a project amenity package will be considered for potential incentive to allow an increased density.

Where the Town Board determines that a suitable community benefit or amenity is not immediately feasible, or otherwise not practicable, the Board may require a payment to the town of a sum to be

determined by the Town Board. An increase or bonus in density and/or change in permitted land use provided by the town in the PDD shall be commensurate with the amenity or benefit provided. As a general guideline, the amenity package proposed must be commensurate with any density increase or use change proposed, based on each additional unit beyond the base or allowed residential density.

To offset this increase in residential density, the applicant has proposed

1. Development and construction of an approximate 1,800 linear foot 10 feet wide paved multi-use nature trail at no cost to the Town. Construction of the multi-use trail shall occur during construction of the first phase of development in Area 2.
2. Pedestrian connections to area shopping, such as the Hannaford Plaza, Sherwood Park, and Columbia Turnpike businesses.
3. Thirty foot (30') wide Sewer Easement provided to Ternan Avenue over lands of developer to allow for future connection of sewer facility to homes on Ternan Avenue. The developer will provide the necessary easement description to the Town for review and approval.
4. Upon issuance of the building permit of the first phase of construction, Developer will provide the Town of East Greenbush with a one-time payment of $40,000 which shall specifically be utilized for improvements to the Grant Ave Park.
5. Upon issuance of the certificate of occupancy of the first phase of construction, Developer will provide the Town of East Greenbush with a one-time payment of $30,000 which shall be specifically applied to infrastructure improvements related to the Sherwood/Woodland Park Neighborhoods.

"It is ultimately within the Town Board's discretion as to whether the proposed amenity package is acceptable. The Town Planning Board recommends that the Town Board require an appropriate cash amenity under these circumstances for the purposes of funding neighborhood pocket parks within the Town to address the increase in allowed residential density and decrease in required commercial space."

Conclusions and Recommendations

The Planning Board concludes that the proposed development is needed at the proposed location, consistent with the goals of the project area, the project will not negatively affect the surrounding neighborhoods, and the project will not negatively impact pedestrian or traffic circulation.

The Planning Board thus recommends that the Town Board approve the proposed Town Center Planned Development District.

EXHIBIT D CONCEPT PLAN

Engineer	
Contractor	
Date Received	
Scale	1" = 100'
Drawing Number	SITE

EXHIBIT D
CONCEPT PLAN
TOWN CENTER PDD
580 COLUMBIA TURNPIKE
Town: EAST GREENBUSH County: RENSSELAER State: NEW YORK

NO.	DATE	DESCRIPTION	REVD.	CK'D
1	03/11/19	ISSUED FOR FINAL PDD	DH	SPH
2	03/29/19	FINAL PDD EXHIBIT SUBMISSION	DH	SPH

STEVEN P. HART, P.E. #069039

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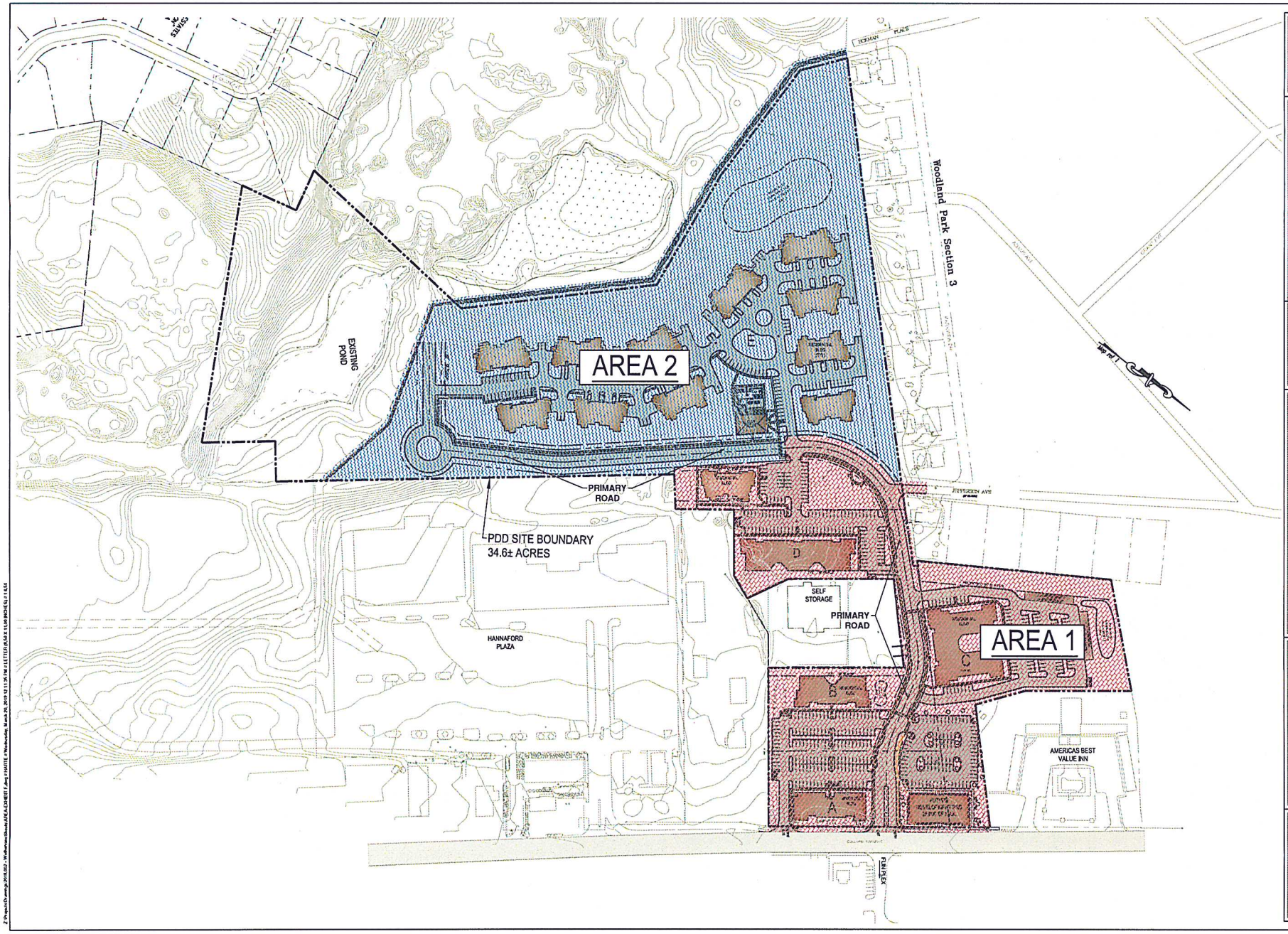
EXHIBIT R AREA SUMMARY



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STEVEN P. HART, P.E. #066029

NO.	DATE	DESCRIPTION	REVD.	CK'D

EXHIBIT R
AREA SUMMARY
TOWN CENTER PDD
580 COLUMBIA TURNPIKE

Town: EAST GREENBUSH | County: RENSSELAER | Prov: NEW YORK

Engineer: STEVEN HART PE
Drawn by: DAH
Date Issued: JULY 12, 2017
Scale: 1" = 200'
Drawing Number: **PHS**
1 of 1