

**Town of Rotterdam Planning Commission
Minutes of February 6, 2024 Meeting**

The Rotterdam Planning Commission held a meeting on Tuesday, February 6, 2024, at 7:30 p.m. at the Rotterdam Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306.

Present:	Kimberly Ricker Scannell, Chairman Lynn Flansburg, Vice Chairman Clark Collins Mark D'Alessandro Wayne Calder Joseph Signore Joseph Miglucci Peter Comenzo, Town Planner Courtney Heinel, Attorney Marlo Carter, Secretary	Excused:
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Chairman Scannell called the workshop to order at 7:00 p.m.

Attendance was taken and it was determined that there was a quorum.

Waivers:

There were no waivers on the agenda.

The Pledge of Allegiance to the Flag was recited.

Ms. Scannell: The first thing on the agenda is to approve the Summary Minutes of January 23, 2024. Is there a motion?

Mr. Collins: I will make that motion.

Mrs. Flansburg: I will second.

Ms. Scannell: We have a motion and a second. Please call the roll.

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carter: Mr. D'Alessandro?

Mr. D'Alessandro: Yes.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

1. **Stewarts Shops Corp (Contract Vendee) – 1110 Highbridge Road, Highbridge Road, 101 Mercer Avenue, 102 & 106 Sherman Street. Report and Recommendation to Town Board on a Change of Zone on ±1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a ±3,975 square foot Stewart’s Convenience Store with four (4) fueling islands. Engineer: Scott Kitchner.**

Ms. Scannell: We have Chuck Marshall.

Mr. Marshall: My name is Chuck Marshall and I’m in real estate development at Stewart’s. What we are here for tonight is the recommendation from the Planning Commission to the Town Board as it relates to the request for a zone change. The zone change would be from B-1 retail business to B-2 general business. This is for a property that has an address at 1110 Highbridge Road and then four (4) parcels that surround that parcel. To my knowledge, it was all B-1 to B-2. There might be a small portion of it that is R-1 also to B-2, but I think nonetheless that ends up being the case. It’s a small portion of the vacant parcel that runs along Sherman.

This project is on Highbridge Road bound by Sherman and Mercer and again this is just the recommendation from the Planning Commission to the Town Board for the zone change and then it would come back to you for site plan. Just to give you a sense, the Guilderland Avenue Stewart’s required a similar zone change and the Curry Road Stewart’s the same thing. I think in speaking with Peter, a lot of that is because at one point the definition of convenience store changed, changed in the town’s code and so there is no longer gasoline allowed at a convenience store and gasoline filling is in a B-2, but convenience store is allowed in a B-1. All the historic Stewart’s, Curry Road being an example and I can remember doing, all those are for lack of better terms non-conforming uses.

With that said, should we get the zone change, it would be probably 4,100 square foot store. There would be four (4) pumps with eight (8) fueling positions. A full access cut on Sherman and a full access cut on Highbridge. Again, that is the initial proposal. Obviously, through this board and some “Inaudible…” that configuration could change. Highbridge Road driveway would be regulated by Schenectady County DPW. And then if we get the approval to proceed the store would be “Inaudible” building and it would be a standard “Inaudible.” (*Not speaking in microphone and difficult to pick up what he is saying.*)

I am trying to think to myself, the only non “Inaudible” building that we have, Curry Road, is not because it hasn’t been updated.

Mr. Miglucci: Nott Street.

Mr. Marshall: That is not in the Town. Curry Road has not been updated. I don’t know if Hamburg was of a generation that was, it might be “Inaudible” building.

Mr. Comenzo: It might have been in between.

Mr. Marshall: I will double check.

So, primarily I am here to just answer questions about the zone change and then anything else that you may have.

Ms. Scannell: Are there any questions, Mr. D’Alessandro?

Mr. D’Alessandro: I’ve got a bunch of things. One of the last things that I would want to do is to deter business from the Town of Rotterdam, but I have safety concerns with this. In looking at a project like this, I usually look at a couple of things like community surroundings, comprehensive plan, does it blend in. We just went through this and talked about a couple of weeks about the Hamburg Street corridor where it was a hodge podge of houses and commercial properties. I’m worried about traffic flow. There are three (3) intersections there. There’s Peter Road, there is Mercer and Sherman. You have got 890 up the street. I have friends that live over there and I know the area very well and I know what it is like

traffic pulling out of Peter Road or Sherman. Peter Road is a cut through from Kings Road and there is a lot of traffic and by doing this and nothing against Stewart's. I love Stewart's believe me; I go there almost every day on Mariaville Road to have coffee. I am just concerned about traffic. There is already a convenience store down the street. That is about all that I have and I'm just worried about the traffic and the safety on that street. That is all that I have.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: I understand where Mr. D'Alessandro is coming from. I do feel that that corner really needs something to fix it up. It has been like that; I have been living in there since 1966 and it's gotten progressively worse every year. I'm all for something going there that can fix this problem. That is how I feel about it.

Ms. Scannell: Thank you. Mr. Collins?

Mr. Collins: I looked at the project and I weighed the positives and the negatives. It's a "Inaudible" corner and my opinion is if we don't move forward with this and the Town Board doesn't move forward with it, it could be another 15 to 20 years before someone says let me buy this and do something with it and that is 15 more years someone has to look at it. Stewart's has always been a good neighbor. They have always cooperated with the Planning Commission on some of the quirks or whatever you want to call what we have, but overall, I think it's, I know there might be a little bit more traffic, if anything talk about kids and the kids love Stewart's to make your own sundaes or get an ice cream cone and it's convenient. I'm more of a Cumby's guy than a Stewart's guy, I will be honest with you. I go to Stewart's for ice cream and Cumby's for coffee. I think it's a positive for that neighborhood. No matter what needs to be done and I don't want to pass up the opportunity if we can put something there now. That is all that I have.

Ms. Scannell: Thank you. Mrs. Flansburg?

Mrs. Flansburg: Just a couple of things. Obviously, traffic would be an issue and looking for safety of pedestrians and bicyclists, kids that would be in that area. Although it's right near 890, I think the value of it being right near 890 lends itself to having an opportunity for people to get off the highway, refuel and get back on. Getting fuel before they get on the highway and go to Albany to work or getting gas on their way home from work, whatever it is. It's a major area for connectivity for our community. The Comprehensive Plan talks about the value and importance of redeveloping underutilized properties. If this isn't the definition, an epitome of an under-utilized property, I was talking with Marlo earlier, I couldn't remember the last time there was acting business in there. It was more than 23 or 24 years ago. This, to my knowledge, other than the apartments that were trying to come in on the other side and the apartments that did come in on Sherman, there has not been any kind of development that has tried to come here in all that time. So, this is an opportunity that I think we can work with Stewart's and they have been a very friendly business in this area and I think it could be a really great project. Obviously we would need to talk about traffic and safety and all of that when site plan review comes, but I think this is a good opportunity and I am favor of it.

Ms. Scannell: Thank you. Mr. Signore?

Mr. Signore: Quite honestly, I'm all for it. I think Stewart's does their homework before they pick a place to put up a store and they like Rotterdam. We have like three or four stores already.

Mr. Marshall: Mr. Miglucci is trying to give us Nott Street too.

Mr. Signore: I think Stewart's works very well with the municipalities that they want to put their stores in. Should the zone change be approved, would there be, in terms of the character of the neighborhood, would there be any input from anyone about how the store could look.

Stewarts Shops Corp (Contract Vendee)
1110 Highbridge Road, Highbridge Road, 101 Mercer Avenue, 102 & 106 Sherman Street

Mr. Marshall: I will get to my side of it and I will let you guys go and then I will go through your comments in a collective and we will do it that way.

Mr. Signore: I'm all for it, if that helps you any.

Ms. Scannell: Mr. Miglucci?

Mr. Miglucci: I've never heard of Stewart's as I hold my Stewart's cup. It's a great project and I like the \$2.99 regular thing. Can we lock that in for like 10 years? That's a good price. Actually, my father knew Mr. Dake and they have been a cornerstone of our community. They care and they do their winter cash thing. I like it. I agree with Lynn and Joe and think it's a good project.

Ms. Scannell: I also think that it's a great project. I think it checks a lot of boxes with regard to the Comprehensive Plan. That is a gateway to the Hamburg Street corridor. Stewart's is a company that, really no matter which Stewart's you go to, it's always neat and clean and you take care of things. You don't have dead flowers and shrubs. I think it would be a very valuable asset to the community. I think it fits in very nicely for a change of zone. I think that the allowable uses if Stewart's were to sell their Stewart's which never seem to happen unless they build one across the street, I think any of the other allowable uses would be fine in that area as well. So, I would be in favor of the zoning change.

Peter, do you have anything you would like to add?

Mr. Comenzo: No, thanks.

Ms. Scannell: Courtney?

Ms. Heinel: Do you have an idea of what the property surrounding the property you are proposing to build this on are? Are they all residential or is there businesses mixed in?

Mr. Marshall: Just to give everyone a sense, just remember this is mostly B-1 to B-2. It's not residential to commercial zone. It is just...

Mr. Comenzo: All the way east and 890 is going north/south. Keep going east. The last north/south road going, you can see the interchange here.

Mr. Miglucci: There you go. Right there.

Mr. Marshall: It's all "Inaudible..." the parcels that are closer to the ramp are B-1 and everything else behind it is R-1.

Ms. Heinel: Despite the classification, most of the properties around it are residentially used?

Mr. Marshall: Correct.

Ms. Heinel: Is Stewart's planning to take that into consideration for operation of their businesses to have the least disruption to the surrounding properties. You see there is a couple of houses right at the corner there where that parking lot is outlined, I think, on the right side.

Mr. Marshall: So, this house is zoned B-1. "Inaudible..." zone change and it would go away. What I think would dictate the layout is whether this driveway is permitted or not. So, to Mr. D'Alessandro's point, we will conduct a traffic study and we will deal with Schenectady County about it. I think one of the neighborhood concerns would be no Highbridge Road access and only access on Mercer on Sherman. That might be somewhat...

Ms. Heinel: Noise is also a consideration.

Mr. Marshall: You can do things like eliminate the lights. Over on Guilderland Avenue we dropped the height of the lights. We could go to “Inaudible...” (*Planning Commission member shuffling papers and cannot hear what is being stated and members talking close to microphones as well*). But when we get into the site plan, we can certainly continue to work...

Ms. Heinel: I know but for zone change I do have to take into consideration the surrounding properties and the character of the neighborhood to make sure this wouldn't be a disruption and out of conformance with the overall plan. So, things like noise, lighting and I'm assuming you'll have some diesel pumps there.

Mr. Marshall: It's not a high flow diesel. There will be diesel under the canopy, again, which is standard. It's car diesel. What we call low flow diesel. High flow diesel is like 28 gallons a minute and that is what it pumps at and it's a large diameter hose. But this is a smaller diameter hose and it's like...

Ms. Heinel: I was just also thinking like delivery trucks and things like that and just making sure that those are timed for a residential area surrounding it.

Mr. Marshall: Again, it's not a, when it goes to a B-2 is it a special use permit?

Mr. Comenzo: Special use permit for the gas station.

Mr. Marshall: “Inaudible...” (*Not speaking near to the microphone*).

Ms. Heinel: I'm just concerned. This is a zone change and I get that it's zoned B-1 but most of the property surrounding it are residential and I want to make sure that if we do grant this, that this is still going to be in conformance for that neighborhood and cause the least amount of disruption.

Mr. Marshall: “Inaudible...” (*Not speaking near to the microphone and board member talking near microphone*).

Ms. Heinel: The only other thing is there public water and sewer that you will be connecting to.

Mr. Marshall: There's water, no sewer.

Ms. Heinel: Is there an existing septic on site that you will have to take a look at?

Mr. Marshall: We have not gotten into that but we would be “Inaudible...” (*Board member talking near microphone and cannot hear what Mr. Marshall is saying*).

Ms. Heinel: You already stated the traffic part and that is most of my concerns.

Ms. Scannell: This has nothing really to do with zoning but are you going to have the EV chargers at this store, or no? Or you haven't gotten that far.

Mr. Marshall: We haven't gotten that far. We do all of our EV charging through tenant relationships. So ChargePoint, Tesla and the power authority are tenants of ours in varying stations. One of the things that people do not realize is the upfront cost of charging is like \$350,000 to \$400,000 depending upon our availability. And you are only talking about like less than 2% of the market. Every year we present our development plan to our tenants and our tenants then indicate which locations they would like to go to.

Stewarts Shops Corp (Contract Vendee)
1110 Highbridge Road, Highbridge Road, 101 Mercer Avenue, 102 & 106 Sherman Street

Ms. Scannell: Thank you.

Mr. Marshall: It's basically up to them to say we will go here or not.

Ms. Heinel: That's all the questions that I had.

Ms. Scannell: Chuck, did you respond to anything else? I know you were taking a lot of notes over there.

Mr. Marshall: Just a comment that we will do a traffic study and I think it's going to be whether or not there is direct Highbridge Road access or not. We always do two (2) different access points but in this instance, we are obviously bound by public streets on both ends. Sidewalks are not an issue. Pedestrian accommodations and we can work on seating and things like that. The only other thing that I do want to say is that with the historic use of the potential use of the property and the potential for contamination, I think that we are probably the best suited operator for the site. Again, we do come in and clean everything up from the perspective of it that there is and I have no knowledge of any previous contamination, but if there was a gas use and there was, we would be the best remedy for it.

Mr. Comenzo: I guess I can and since Chuck brought it up in regard to the traffic, we have already had preliminary discussions with Schenectady County. Obviously, Peter Road, like Mr. D'Alessandro had brought up, is a concern in terms of how everything is going to work there. The Town will be the lead agency or they will be looking to declare lead agency as part of SEQR and we will be working with Stewart's and having a TDE consultant on that.

Mr. Signore: Are two entrances on Highbridge feasible?

Mr. Marshall: So, my initial thought is when you have two entrances on Highbridge is what you are doing is you are creating, you are going to drop the level of service on one and I'm not saying this negatively, do you understand the level of service analysis? The level of service is basically when you sit in your car at a driveway, the longer you wait the lower of the level of service is in like laymen's terms for traffic. So, if you have a driveway here and then a driveway here, let's say you have two (2) and you have two (2) people trying to make left turns out of each one at the same time it makes the problem worse. So, that is why again, I'm not saying you want to go there and I understand that might be a neighborhood concern but if you put a driveway on Sherman and a driveway on Mercer and made it entrance only on Highbridge, you would direct people toward existing throughfares. I can see you shaking your head that that does not make sense, but you are not...

Mr. Comenzo: You're not adding an extra curb cut to the equation.

Mr. Signore: The people on Mercer, I don't know, having a cut in to go in there on Mercer.

Mr. Marshall: The thing is and I understand it's tricky but like from an engineering and the math side of it, is if you have to make a left out of here and then make another quick left into the neighborhood, you are adding two left turns which are problematic turns versus if you have access directly to the side streets.

Mr. Signore: What if you moved it the other way? What if you moved it more to the south, let's say?

Mr. Marshall: Then you are closer to, I think at the end of the day there is going to be a balancing act of the Stewart's driveways, the neighborhood driveways and the traffic volume. Just to give you a sense and these are numbers that I, I did go to engineering school but I am not a traffic engineer, we are like, we have a 63% pass by trip association which means if 100 people go to Stewart's in an hour 63 of those people were already on the road. The mentality isn't like I'm going to leave my house to go to Stewart's. The mentality is I'm already on the road so I will stop.

Stewarts Shops Corp (Contract Vendee)
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Mr. Collins: I live over there. If I'm coming off Hamburg Street, I go to the side street to get into Stewart's instead of going off Hamburg because it's easier.

Ms. Scannell: I just did that on Guilderland tonight.

Mr. Marshall: Again, at the end of the day, as smart as I would like to tell people I am or think I am, it's all driven by right hand, the use is really driven by right hand turns. So, in Johnstown we have two stores on diagonal corners from each other and they don't compete because you make a right into one because you are not making a left across three lanes of traffic.

Mr. Collins: It's easier to go right.

Mr. Miglucci: Why is that? I go to the stores all the time. Why is that?

Mr. Marshall: So, we on the southeast corner we own the Stewart's and then on the northwest corner we bought "Inaudible..." so the mentality was we can keep both open because they don't compete.

Mr. Collins: That's like people that go to Cumberland Farms for certain things and Stewart's for certain things. We are creatures of habit.

Mr. Signore: What if you moved it to the middle then you wouldn't have as much an argument as to quick left turns.

Mr. Collins: I think that would mess up your gas pumps.

Mr. Marshall: The turns aren't as close as proximity but you will still make the same movements. You could, if you, which is almost what this is, like, here is and I apologize and should this come back know the name of this street.

Ms. Heinel: That's Peter Road.

Mr. Marshall: If you line it up with Peter, that would be a way to make the most sense and now you are looking at the people instead of like offset. You could then spilt the canopies and have like a lane in between them. You could, again, if we get to that point, we will come in with different options and at that time we will have the traffic study.

Mrs. Flansburg: That is not us that determines your curb cut anyway.

Mr. Marshall: You don't determine the curb cut, Schenectady County does but the other side of it is if you could say we don't want any type of you could say we don't direct line up with that.

Ms. Heinel: If you were going to line it up with Peter, you might want to look at adding a crosswalk into it for people trying to walk access it from Peter Road across the street or something like that as a safety precaution but that is only if we get to that point.

Mr. Marshall: And again, if we get there, then at that point you definitely because of the speed you want pedestrian crossing with the blinkers. If we get there, we'll get there.

Ms. Scannell: Let's jump back to where we are presently. Is there a motion for a recommendation either positive or negative.

Mr. Collins: I will make a motion for a positive recommendation to the Town Board.

Mr. Miglucci: I'll second it.

Ms. Scannell: Please call the roll.

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carter: Mr. D'Alessandro?

Mr. D'Alessandro: No.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Mr. Comenzo: The other one to entertain a motion to retain the services of a TDE. The Town Board will need a TDE.

Ms. Scannell: The Town Board will be the lead agency.

Mr. Comenzo: They will be the lead agency on the SEQR.

Ms. Scannell: Do I have a motion to enter into an agreement with a TDE for this project?

Mr. Signore: I will make the motion.

Mr. Miglucci: I second.

Ms. Scannell: We have a motion by Mr. Signore, thank you and a second by Mr. Miglucci, thank you. Please call the roll.

Ms. Carter: Mr. Collins?

Mr. Collins: Yes.

Ms. Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Carter: Mr. D'Alessandro?

Mr. D'Alessandro: No.

Ms. Carter: Mr. Calder?

Mr. Calder: Yes.

Ms. Carter: Mr. Signore?

Mr. Signore: Yes.

Ms. Carter: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Carter: Ms. Scannell?

Ms. Scannell: Yes.

Mr. Marshall: Is it going to be GPI?

Mr. Comenzo: I believe so.

Mr. Marshall: I just want to make sure that is not someone we are not going to hire them for the traffic study.

Mr. Comenzo: They have good traffic engineers on staff.

Mr. Marshall: Thank you all for your time.

Ms. Scannell: Thank you.

Mr. Collins: I would like to make a motion to adjourn this evening's meeting.

Mr. Signore: I'll second.

Ms. Scannell: All in favor.

Everyone: I.

Ms. Scannell: The next Planning Commission meeting is February 20th. Thank you.

Meeting adjourned at 8:01 p.m.

Next meeting scheduled for February 20, 2024

Respectfully Submitted,

Marlo L. Carter
Planning Commission Secretary



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

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Resolution Number PC2024-10

Moved by Mr. Collins seconded by Mr. Miglucci
Applicant: Stewart's Shops Corp.

**Resolution Adopting a Report and Recommendation on
the Change of Zone Request by Stewart's Shops Corp.**

WHEREAS, the Town Board of the Town of Rotterdam ("Town Board") has received an application from Stewart's Shops Corp. ("Applicant") for a Change of Zone request on ± 1.86 acres from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2) to facilitate the construction of a $\pm 3,975$ square foot Stewart's Convenience Store with four (4) fueling islands. Property is located at Highbridge Road, Mercer Street, and Sherman Street and comprises 5 parcels of property known as Tax Map No. 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1; and

WHEREAS, the Town Board referred the Change of Zone application to the Planning Commission on January 24, 2024 for a report and recommendation thereon; and

WHEREAS, the Applicant, through its representative, Chuck Marshall, presented the Change of Zone application to the Planning Commission at its regularly scheduled meeting held on February 6, 2024; and

WHEREAS, the Planning Commission reviewed the proposed Change of Zone at its regularly scheduled meeting held on February 6, 2024; and

WHEREAS, the Planning Commission has deliberated on the proposed Change of Zone;

NOW, THEREFORE, upon motion of Member Collins, seconded by Member Miglucci,

BE IT RESOLVED, by the Planning Commission of the Town of Rotterdam as follows:

1. The Planning Commission hereby adopts the following as its report on the proposed Change of Zone:

The Change of Zone request concerns a total of ± 1.86 acres consisting of five separate parcels located on the corner of Highbridge Road, Mercer Street, and Sherman Street. 106 Sherman Street is currently vacant, 102 Sherman Street surrounds Tax Parcel 59.16-2-9.2 which previously operated as a gas station/auto repair facility that has not been in operation for several years, 1100 Highbridge Road contains a dilapidated structure that was previously utilized as a convenience store and deli, and 101 Mercer Avenue which is currently a two-family residence. The Applicant seeks the change of zone to facilitate the construction of a new Stewart's Shop (convenience store) with fuel pumps. The property was previously developed with a motor vehicle fueling station and convenience store on separate properties. Over the last 40 years or so, modernization of these types of uses have evolved and the combining of these two uses into one building site is standard. The Town Zoning Code was

amended to recognize this and updates to the Town Code in regards to Convenience Stores was amended on April 11, 2001 by the Town Board.

Rezoning the parcel would expand the allowable uses to include, in addition to uses allowed in the B-1 zoning district, the following:

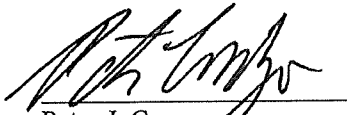
- Establishments for making, assembling or repairing articles, with all such activities and Storage located entirely within an enclosed building;
- Commercial health and recreation establishments;
- Wholesale business and storage conducted entirely within an enclosed building;
- Data processing and computer services;
- Motor vehicle repair shops (special use permit);
- Propane gas filling stations (special use permit);
- Car washes (special use permit);
- Dry-cleaning laundry facilities (special use permit);
- Mass transportation facilities (special use permit);
- Drive-in establishments (special use permit);
- Public utility or communications installations (special use permit);
- Hotels and motels (special use permit);
- Contractor's shops and equipment storage yards (special use permit);
- Veterinary hospitals (special use permit);
- Motor vehicle sales and rental establishments (special use permit);
- Motor vehicle fuel filling stations (special use permit); and
- Convenience stores (special use permit).

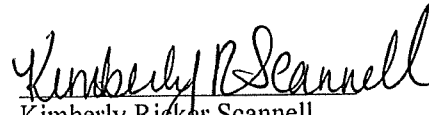
There would be no change in the required lot area or lot frontage; the B-1 and B-2 zoning districts both require a minimum lot area of 15,000 square feet, with a minimum lot width of 100 feet.

2. Subject to the considerations set forth below in Paragraph 3, the Planning Commission hereby adopts **a positive recommendation** on the Stewart's Shops Corp. Change of Zone request for the following reasons: The proposed Change of Zone would permit the existing abandoned motor vehicle repair facility and deli located on the site to be demolished and the site redeveloped, modernized, and expanded. Pursuant to the Town's Comprehensive Plan, this property is in/near a Key Regional Access point which promotes the accessibility of the Town in the Capital Region and beyond. Enhancing regional connections and gateways creates a sense of place and creates opportunities to attract future business, industry, employers, and residents and provides an opportunity for marketing the Town. The property is in the "gateway" to the Highbridge neighborhood and currently an eyesore. Permitting a redevelopment/expansion of this property into a Stewart's Shop would be an asset to the community and would align with the goals set forth in the Comprehensive Plan.
3. This recommendation is subject to the following considerations:
 - a. The various lots should be consolidated into one parcel if and when the Applicant seeks approval to redevelop the parcels for a new Stewart's Shop.

- b. Neither a positive recommendation by the Planning Commission, nor any rezoning action taken by the Town Board, should be construed as an approval or other favorable position concerning any proposed conceptual development plan. Any proposed development shall remain subject to full review by the Planning Commission and, as necessary, by the Zoning Board of Appeals.

<u>Member</u>	<u>Aye</u>	<u>Nay</u>
Kimberly Ricker Scannell	X	
Mark D'Alessandro		X
Wayne Calder	X	
Clark Collins	X	
Joseph Miglucci	X	
Lynn Flansburg	X	
Joseph Signore	X	


Peter J. Comenzo
Senior Planner


Kimberly Ricker Scannell
Planning Commission Chairman



Town of Rotterdam
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Kimberly Ricker Scannell, Chairman
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Resolution Number PC 11-2024

Moved by Mr. Signore seconded by Mr. Miglucci
Applicant: Stewarts Shops Corp (Contract Vendee)

Applicant: Stewarts Shops Corp (Contract Vendee)

Project Location: 1110 Highbridge Road, Highbridge Road, 101 Mercer Avenue, 102 & 106 Sherman Street
Rotterdam, NY

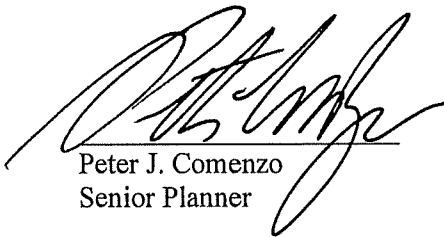
Tax Number or Numbers: 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 and 59.16-2-40.1

Proposed Project: Positive Recommendation to Town Board on Change of Zone request from Single Family Residential (R-1) and Retail Business (B-1) to General Business (B-2).

WHEREAS, the Town of Rotterdam does not employ an Engineer for the review of plans; and,

WHEREAS, the Rotterdam Town Board approved a list of Town Designated Engineers to be utilized for such plan review at its January 1, 2024 organizational meeting; **NOW:**

IT IS HEREBY RESOLVED THAT on this day, Tuesday, February 6, 2024, the Rotterdam Planning Commission on behalf of the Town Board hereby authorizes the Planning Commission Chairman to execute a contract with a Town Designated Engineer (TDE) to assist in Change of Zone/Site Plan/Special Use Permit review for the above referenced project.


Peter J. Comenzo
Senior Planner


Kimberly Ricker Scannell
Planning Commission Chairman