

1 CITY COUNCIL & PLANNING BOARD COUNTY OF SARATOGA
JOINT MEETING

2 CITY OF MECHANICVILLE

3 *****

4 PUBLIC HEARING REGARDING THE PROPOSED AMENDMENT TO THE ZONING
CODE FOR THE PROPERTY PREVIOUSLY KNOWN AS THE WESTVACO
PULP & PAPER MILL PROPOSED FOR THE ESPLANADE DEVELOPMENT
FROM HEAVY INDUSTRIAL TO MIXED-USE

5 AND

6 PUBLIC HEARING REGARDING PRELIMINARY SITE PLAN REVIEW OF THE
PROPOSED ESPLANADE DEVELOPMENT LOCATED AT THE PREVIOUS
WESTVACO PULP & PAPER MILL

7 *****

8 THE TAPED AND TRANSCRIBED MINUTES of the above entitled
proceedings BY NANCY STRANG-VANDEBOGART commencing on
April 6, 2009 at 7:05 p.m. at the Senior Citizens Center
178 North Main Street, Mechanicville, New York

9

CITY COUNCIL MEMBERS:

10

11 Mayor Anthony J. Sylvester
C. Mark Seber
12 Jack Messoro
JoAnn Reilly
Salvatore Izzo.

13

PLANNING BOARD MEMBERS:

14

15 Mary Grace Izzo, Chairperson
Sue Peluso
Richard Delaney
Larry Case
16 Joel Depeaux
Michael Namm

17

Also present:

18

Val Serbalik, Esq., Corporation Counsel

19

Rob Osterhoudt, Creighton Manning Engineering

20

Ken Worsted, Creighton Manning Engineering

21

Don Fletcher, Barton & Loguidice

22

Carmen Lorentz, Camoin Associates

23

Mary Elizabeth Slevin, Esq., Stockli Greene & Slevin, LLP

24

Steve Cotler, Cotler Architects

25

Bill McNeary

Ken Green, Logistics One

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1 MAYOR SYLVESTER: I'd like to get the meeting
2 started here. This is the Mechanicville Senior Citizens
3 Center, 178 North Main Street, April 6, 2009.

4 I'd like to open the meeting at 7:05 p.m.

5 *(The roll was called.)*

6 *(The pledge was recited.)*

7 MAYOR SYLVESTER: I will make a motion to close
8 the regular meeting and go into public hearing to in
9 reference to the zoning code, which is about the heavy
10 industrial district in the city to a mixed-use district
11 and amending the zoning there.

12 The public comment period will be that we go row
13 by row so it will be done in an orderly fashion. Your
14 questions will be taken, written out and after everyone
15 has had a chance to ask questions, we'll get the
16 answers to them.

17 After this meeting is done tonight, if you happen
18 to be home and think of any other questions, you'll be
19 able to send them in until Friday and get them answered
20 either by e-mail, snail mail and they'll be on the web.
21 If they don't have answers to any particular questions
22 tonight like the traffic or anything like that, then we
23 will have another hearing. All questions will be
24 answered.

25 Mark mentioned up until Friday - that's the

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1 follow-up period. If you are home and happen to think
2 of something during the night and say, gee, I should
3 have asked that, you will still have the opportunity
4 until Friday to do that.

5 I'd like to make a motion to close the regular
6 meeting and go into the public meeting on the city's
7 zoning code.

8 MS. REILLY: So moved.

9 MR. SEBER: Second.

10 MAYOR SYLVESTER: Roll call?

11 *(The roll was called.)*

12 MAYOR SYLVESTER: I'd like to now ask for a
13 report from the Planning Board regarding the
14 recommendation of zoning changes.

15 CHAIRPERSON IZZO: Good evening. I'm Mary Grace
16 Izzo and I'm the Chairman of the Planning Board and
17 this is the recommendation that the Planning Board
18 members and I have presented.

19 Basically the recommendation was sent with the
20 object that it would be open to correction with some of
21 the other studies that we're waiting for to come
22 through.

23 I need the copy of the recommendation, if the
24 Mayor has it? I sent it to you.

25 MAYOR SLYVESTER: I don't have it with me.

1 CHAIRPERSON IZZO: I won't be able to read the
2 actual recommendation, but what we tried to do was take
3 the master plan and take the requirements of the city
4 and the general purpose of what this project will do
5 for the City of Mechanicville. We have done that with
6 the understanding that the Planning Board is a
7 free-standing board. It makes its own recommendations
8 and makes its own decisions. After looking at the
9 master plan I thought that we probably had definitely
10 three questionably out of seven goals of the master
11 plan listed.

12 I'm sorry that I can't read them to you
13 specifically. It is not a final recommendation at this
14 point because we're still waiting for the developer to
15 send through some of the other studies. So, when the
16 final one is submitted to the Mayor, I'm sure that
17 he'll be happy to reissue it at the council meeting. I
18 apologize for not having it available.

19 We do recommend it. There will also be public
20 input as well.

21 MAYOR SLYVESTER: Any comments from the council
22 on these changes going into effect here?

23 MR. SEBER: Somewhere it was written that we were
24 not only going to change the parcel which the Esplanade
25 will eventually take place from heavy industrial to

1 mixed-use but, I think originally there was some
2 misconception or mistake that we were going to change
3 every industrial parcel in the city to mixed-use.
4 That's not the case.

5 What we're doing is we're dealing with one
6 parcel. The zoning on the one parcel. The idea is to
7 take heavy industrial to mixed-use so that no other
8 parcel in the city will be effected. As projects come
9 forward for any parcel, we'll then deal with the zoning
10 as it pertains to that parcel going forward.

11 MAYOR SLYVESTER: What it's not going to include
12 is the side of this one property. This is still heavy
13 industrial. It is where the ball fields are. There is
14 going to be another building up there with a small
15 warehouse stuck behind it so they'll be able to go in
16 and out of there without affecting the business already
17 going down there.

18 One of the changes that I'm in favor of is that
19 it will change the size of the parking spots throughout
20 the city.

21 The building inspector has gone around and
22 measured Clifton Park and Halfmoon and Price Chopper
23 over here and the measurements were 9 by 18. Before
24 they were 9 by 20 when they had those big imperial
25 Lincolns. Things are smaller now.

1 Are there any comments from the developers?

2 MR. GREEN: Thank you, Mr. Mayor, for taking this
3 time tonight to listen to the citizens of
4 Mechanicville.

5 We are also going to be listening to the citizens
6 of Stillwater tonight at another meeting yet tonight to
7 make this project work and we appreciate this
8 opportunity for public hearing.

9 We appreciate the Planning Board's recommendation
10 that basically this is an appropriate new zone for the
11 City of Mechanicville, that it is in keeping with your
12 master plan and your vision of what you want for your
13 community in terms of waterfront development. Our
14 project hopefully will realize some of those dreams
15 that we've had for this community.

16 We understand that this rezoning is a new vision
17 for the community and we hope that we can work with
18 your community, your advisors, your legal staff and the
19 Planning Board to make this a very successful project.

20 We have tonight a prestigious group of people who
21 have been assembled to present this project and answer
22 questions. We hope that we stay here until the
23 questions cease. Any question that is asked is never a
24 dumb question and please be forthright with all of your
25 comments.

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1 I have Mr. McNeary, the owner of the project. I
2 have Mary Beth Slevin for the SEQRA process and the
3 legal process. I have John Hoggin, who is covering both
4 tonight in Mechanicville and also in Stillwater. Rob
5 Osterhoudt from Creighton Manning Engineering and Pat
6 Mitchell and Ken Worsted who also is here to answer
7 traffic issue. He's a traffic engineer.

8 We have Carmen Lorentz who crafted the economic
9 impact analysis so that we can talk about what is the
10 effect on the schools? What is the impact on schools
11 and fire? Will this project be conducive to make
12 Mechanicville a shining star?

13 We have Steven Cotler who is the architect of the
14 project and we're here to listen. We're here to answer
15 your questions and with that, I'll sit down and get
16 started with the public hearing.

17 MAYOR SLYVESTER: This first public comment will
18 be addressed to the Planning Board and then for the
19 second one we'll go into the public hearing for the
20 Restore New York grant. That will pertain directly to
21 the developers because they know the answers to those
22 questions.

23 Does anyone have any questions?

24 FROM THE FLOOR: What kind of a timeline are we
25 talking about in relation to the completion of the

1 project?

2 MR. GREEN: We're going to listen to the
3 questions and then answer all of them right at the end.
4 That's our plan. We have that one and we'll make sure
5 that we answer that question.

6 MAYOR SYLVESTER: There's another comment period
7 coming for other question on the project, too.

8 MR. HILDRETH: I'm Ed Hildreth. I'd like to know
9 if the Planning Board knows of traffic counts and
10 traffic studies for this project and have they shown a
11 full exit and entrance definitely planned for this
12 project?

13 And the other part is: How far back did they go
14 for the traffic study for the city?

15 Is it conducive with the Town of Stillwater? In
16 other words, traffic coming the other way?

17 Will the curb cuts be changed at all with the
18 existing properties, which would be Price Chopper,
19 myself and DeCrescente's. Are they aware of the truck
20 traffic in the early morning hours? What time were the
21 traffic study done? Was it done at 5:15 in the morning
22 when there was a lot of traffic coming through the
23 city?

24 The other question is: The overall infrastructure
25 that's in place now; sewer water - how are they going

1 to run sewer and water? How is it going to impact the
2 sewer and water that's there?

3 MR. MARTIN: Ray Martin from Tallmadge Place. In
4 keeping with Mr. Hildreth's question about traffic
5 patterns, has any thought been given to the large
6 amount of pedestrian traffic that comes from this site?
7 Potentially there will be about 400 pedestrians living
8 there. Is there any plan to get good pedestrian access
9 across that highway either with a cross-over, walkway
10 or a tunnel going underneath the walkway just to allow
11 better pedestrian access all the way around town?

12 MR. SEBER: This is zoning that we're talking
13 about, right?

14 MAYOR SLYVESTER: Right.

15 MR. SEBER: I'm trying to understand. We're
16 talking about changing this from heavy industrial to
17 mixed-use. I understand that and I think that it's a
18 good idea. Why is the industrial park included in this?
19 Why can't that stand on it's own? We're not changing
20 that to mixed-use.

21 Personally, as one member, I would like to deal
22 with one parcel at a time, as this moves forward. I was
23 a little surprised when the industrial park was in
24 there.

25 MAYOR SLYVESTER: It can be taken out.

1 MR. SEBER: I just didn't understand.

2 MAYOR SLYVESTER: We could do it at another
3 public hearing.

4 MR. SEBER: I understand that but if we're
5 changing it all from heavy industrial to mixed-use;
6 maybe. That's a totally different application and a
7 totally different situation. Personally, I would like
8 to see that taken out of there and deal with the
9 mixed-use on this one parcel and then go from there. We
10 can do what we have to do with the other parcels as
11 they become part of it.

12 MAYOR SLYVESTER: We'll amend that there and take
13 that as a separate move. We'll just do this particular
14 parcel here and get this going. This summer we'll
15 change over the industrial part of it.

16 Motion to adjourn this meeting?

17 MS. REILLY: So moved.

18 MR. IZZO: Second.

19 *(Roll was called.)*

20 *(Whereas the Restore New York*

21 *Application was addressed)*

22 MAYOR SYLVESTER: I make a motion to go into a
23 public hearing on the application to the open Planning
24 Board to review preliminary site plan.

25 MR. SERBALIK: Before that's done there was a

1 resolution whereas the city is going to be assuming the
2 lead agency for the SEQRA process. I've prepared that
3 and it's before the council at this point. Before the
4 council adjourns, it should act on the resolution to
5 assume lead agency status.

6 MAYOR SYLVESTER: I was going to do that at the
7 end before we finish the public hearings and go back
8 into our regular meeting instead of back in the meeting
9 and back out again.

10 MR. SERBALIK: Okay, council is going back in.

11 MR. SEBER: Resolution 5309 whereas it's pending
12 before the City Council and Planning Board applications
13 of zoning of certain property located at North Main
14 Street heavy industrial to a mixed-use area and whereas
15 there is also pending an application for site plan
16 approval of a mixed-use development of such an area.
17 Whereas the city has determined that such action is
18 subject to the State Environmental Quality Review Act,
19 SEQRA, and whereas the city has determined that is a
20 type one action under SEQRA, and whereas the city has
21 previously filed for lead agency status, and whereas
22 all involved interested agencies have been notified of
23 the intent, and whereas there has been no objection
24 regarding the city's attempt to act as lead agency and
25 be it resolved that the city hereby assumes lead agency

1 status for such project.

2 So moved.

3 MR. IZZO: I'll second.

4 MAYOR SYLVESTER: Roll call.

5 *(The roll was called.)*

6 Now I'm going to close the regular meeting again
7 and go into the public hearing for the preliminary
8 proposed site plan.

9 CHAIRPERSON IZZO: The Planning Board's meeting
10 tonight will open up at 7:45 and we'll do roll call
11 introductions starting with Mike.

12 MR. NAMM: Mike Namm.

13 MR. DEPEAUX: Joel Depeaux.

14 MS. PELUSO: Sue Peluso.

15 CHAIRPERSON IZZO: Mary Grace Izzo, Chair.

16 MR. GEURTZE: Gary Geurtze.

17 MR. DELANEY: Dick Delaney

18 MR. CASE: Lawrence Case.

19 CHAIRPERSON IZZO: Thank you, very much.

20 I was going to ask the developer to make their
21 presentation for us and we'll move on with questions
22 after that. In the end, we'll go to public hearing for
23 comment.

24 MR. OSTERHOUDT: My name is Rob Osterhoudt with
25 Creighton Manning Engineering and I'm here tonight to

1 present the site plan for the Esplanade project.

2 Mr. Green had to run to another meeting. He was
3 going to do a little bit of an intro so I apologize if
4 I'm not covering everything that he may have covered.
5 I'll do my best here and we'll be able to answer any
6 questions that you may have, as well.

7 I think that everybody is familiar with the
8 project site based on the rest of the discussions that
9 you've already had this evening.

10 The project site is obviously at the location of
11 the existing Leonard Bus site. Right here is the Price
12 Chopper plaza and the DeCrescente site over here
13 (Indicating).

14 We have a mixed-use project proposed for the site
15 with seven principal buildings on the site shown here
16 in yellow.

17 The principal building consists of a variety of
18 commercial and residential uses. The commercial
19 components consist of small shop areas - retail shops
20 and some office space. It's approximately 38,000 square
21 feet of space in total for the commercial portion of
22 the project. The residential component of the project
23 consists of approximately 175 units that range from
24 one, two and three bedroom apartment units.

25 The commercial components of the project are

1 concentrated in four buildings; the main town center
2 west building here (Indicating), an ancillary building
3 to the south and two others in the center of the
4 project. The three other buildings, one to the south
5 and two to the north are all strictly residential.

6 I'll make my presentation off of another map that
7 shows a more detailed view of the project site.

8 Again, here is north main (Indicating) and we're
9 sitting right off the map here at the Senior Center.

10 The project site consists of a little over 11
11 acres of land. Within the Town of Stillwater there is a
12 small portion to the north right here of a little over
13 one acre of land (Indicating). The majority of the site
14 is within the City of Mechanicville and is a little
15 over 10 acres. The municipal boundary line being right
16 here (Indicating).

17 The zoning for the project is being proposed as a
18 new zoning district, as we heard earlier. This is due
19 to the fact that there is no provision in the existing
20 code for a mixed-use project in the city, without going
21 through variances or going through rezoning the
22 property. There is no planned development district by
23 provision either, which is fairly common. So, that's
24 the reason for the rezone of the property to create a
25 mixed-use zoning district where this type of downtown

1 feel can be implemented on the proposed project.

2 The mixed-use character of the project is such
3 that it's going to be geared toward pedestrian traffic.
4 It's going to be geared toward a mixed-use where
5 residents of the facility can go downstairs to one of
6 the commercial areas and maybe grab a cup of coffee and
7 hang out and get something maybe at a little bakery
8 shop or bagel shop. They might be able to go down to a
9 business center to fax or e-mail work that they may be
10 doing from home. Maybe a day care center would be
11 there. The exact uses would be determined as the
12 project progresses.

13 Right now we have proposed here a significant
14 cultural improvement for the site, if you will. We've
15 got pedestrian access existing along Route 4 here
16 (Indicating) with provisions all throughout the site
17 and the sidewalks. Along the river, we have a river
18 walk area. There is a courtyard area here (Indicating)
19 and a provision for future access to the south where a
20 potential trail connector might go down into the rest
21 of the city.

22 We have two access points into the site which Ken
23 Worsted of our office will discuss in a little further
24 detail here when I pass the mic off to him.

25 We have one access point proposed here

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1 (Indicating) across from these two buildings that are
2 shown right here (Indicating) on the lower portion of
3 the map. This access point would be one lane in and two
4 lanes out. That would be a right turn lane out and a
5 left turn lane out. The access on the northerly portion
6 of the site is a two-lane access point; one in and one
7 out. That's within the Town of Stillwater. Again, here
8 is the municipal boundary (Indicating).

9 Circulation through the site is such that
10 vehicles can progress through this main section which
11 is on the upper level of the site, if you will. There
12 is a parking deck in this area (Indicating) right here.

13 I'm sorry, I know that I'm blocking the Planning
14 Board and the City Council.

15 There is a parking area right here (Indicating).
16 That parking deck allows for vehicles to enter and
17 circulate through the site under the parking deck and
18 traverse through the rear of the site and back out. So
19 there is full circulation on both the upper level and
20 the lower level in the back. Part of the community site
21 is such that it drops off and accommodates this change
22 between the upper and the lower levels. We have
23 retaining walls proposed along the central portion of
24 the site in addition to here and over on the southerly
25 boundary of the site (Indicating).

1 We have sewer and water available at the site.
2 There is existing public water out here along Route 4
3 that we will be connecting into and looping the system
4 throughout the site. We have water proposed to access
5 the existing line in two locations; along Route 4 and
6 circulate throughout the site and the back of the site
7 to provide service to the entire complex.

8 Sanitary sewer is currently serviced by the
9 existing pump station that lies in this area of the
10 site. This is a sanitary sewer that runs down through
11 the site along the side of the existing warehouse that
12 feeds into this pump station and then discharges to the
13 south across the ball fields to the rest of the city's
14 system, and ultimately to the Saratoga County sewer
15 district's treatment plant down by the back berm.

16 The plans right now call for a brand new pump
17 station to be constructed at the developer's expense.
18 So, the pump station will be relocated from this area
19 of the site (Indicating) over to this area. A new pump
20 station will be constructed and connected into the
21 existing main line that traverses the ball field site.
22 Service will be maintained for the duration of the
23 construction over to that pump station and the
24 transition might be a slight down-time when the
25 transition is made. Provisions will be accommodated for

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1 maintaining the existing service.

2 Storm sewer or drainage, if you will, is going to
3 be handled in three primary areas. Right now the site
4 generally bleeds from the road down towards the river.
5 On the north end of the site there is a little bit of a
6 grade change that drops off. This portion of the site
7 is going to be receiving the stormwater from that site.
8 It will be received by a filter strip that will be
9 implemented along the northern boundary down through
10 here (Indicating). The majority of the site is going to
11 be accommodated by a bio-retention stormwater
12 management facility up here in this greenspace
13 (Indicating). The remainder of the site, the southerly
14 portion of the site, will be accommodated within a
15 series of drywells on this southeasterly portion of the
16 site. Stormwater will be collected and treated for
17 stormwater quality so that there are no impacts on the
18 Hudson River. Because of the location of the project
19 adjacent to the Hudson River, the concern with
20 stormwater is not so much water quantity because of the
21 discharge to the Hudson River. However, water quality
22 does have to be maintained. It's very important since
23 we're discharging to the Hudson River.

24 We have prepared a preliminary stormwater
25 pollution prevention plan for the project and it has

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1 been submitted to the city at this point for review. In
2 that document the procedures of New York DEC have been
3 incorporated as well as the methodologies that are
4 required to treat run-off on the site. We are under a
5 redevelopment scenario here so there are some different
6 regulations that would apply here versus a typical new
7 development project on a brand new raw site.

8 We have undertaken a series of studies at this
9 point to address SEQRA concerns. Those studies include
10 cultural resources. They include threatened and
11 endangered species. They include traffic and
12 geotechnical studies; all of which have been submitted
13 for review. We have additional copies being submitted
14 to the city as well.

15 With that, I would like to pass the mic to Ken
16 Worsted of our office to discuss traffic. I know that
17 traffic is going to an important issue and it concerns
18 a lot of people. Once Ken is done, I'll take the mic
19 back and we'll go over more points.

20 MR. WORSTED: My name is Ken Worsted. I'm with
21 Creighton Manning Engineering. We're the traffic
22 consultants and have done the traffic studies for this
23 project.

24 We started off by looking at where the project
25 was sited, in terms of where it is in the city and the

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1 portion that's in the Town of Stillwater.

2 The two things that we primarily looked at first
3 is what kind of traffic volumes are out there today and
4 what's going to happen in the future when the project
5 is completed.

6 The site is obviously located on the north end of
7 the Town of Stillwater. The town line is just through
8 the north end of the project site. With the traffic
9 being the highest concentrated right at the site, we
10 looked at about three intersections right in the
11 immediate area.

12 Those intersections included Route 4 and the
13 intersection of North Main Street and
14 Route 4/67 and the intersection of North Central
15 Avenue. You're familiar with those as they're just down
16 the street here; one with the Price Chopper
17 intersection. The other one is the T intersection
18 before you go over the bridge; the railroad tracks. The
19 other intersection that we looked at was just to the
20 north and that's the intersection of Route 4 and Best
21 Avenue. It's right at the north end of the DeCrescente
22 parcel and heads back into the Town of Stillwater. I
23 believe that the town offices are back in there with
24 some residential uses.

25 What we were looking at was the traffic volumes

1 out here to begin with. If you were to stand there for
2 24 hours a day and watch traffic, you'll find that at
3 midnight and overnight, the traffic volume is really
4 low and as you approach the morning peak hour more
5 people are traveling back and forth and heading to work
6 in the morning. You'll find that it peaks or spikes and
7 then drops off in them middle of the day. Most of the
8 residents at that time are working and you do have
9 people that are traveling back and forth, but it's not
10 quite as much as that morning peak.

11 As you go through the afternoon, traffic will
12 continue to back up until you hit the afternoon peak
13 hour which is when obviously the residents are
14 traveling back home for dinner and so forth. So those
15 peak times are the two spikes that are throughout the
16 day what we look at when we're looking at traffic. They
17 generally occurred from 7:00 to 8:00 in the morning and
18 from about 4:30 to 5:30 in the afternoon. Then
19 obviously as you go through the evening hours, the
20 traffic tapers off and gets low and obviously overnight
21 it drops off quite a bit.

22 So we looked at those peak times and we counted
23 the intersections here at Route 67 and Central Avenue
24 and also Main Street and Best Avenue. We counted all
25 the cars that went through those intersections and

1 turns. All of the turns, whether they were trucks,
2 passenger cars, going left, going right, through
3 traffic and so forth and we counted the signal timings
4 at the two intersections that have signals.

5 The Best Avenue intersection is just a stop sign,
6 so that was pretty simple.

7 Then what we did was take those traffic volumes
8 and said, what's going to happen in the future before
9 this project is open? It's going to take a number of
10 years to build so what is that future traffic going to
11 be like in five or six years? We estimated that. We
12 included things like AMD, when that comes in. That's
13 going to generate traffic before this is over. How does
14 that traffic affect this area?

15 So we estimated those future traffic volumes
16 before the project was open and then we estimated how
17 much traffic was generated by the project. We looked at
18 the number of units that were proposed. We have
19 basically a source of information that's compiled that
20 says that you have apartments, here is how much traffic
21 that generates. You have office and that's how much
22 traffic that generates. You have retail and that's how
23 much traffic that generates. So, we took a look at the
24 size and distribution and guesstimates that the project
25 itself, when it's fully built out will generate.

1 In the morning it's going to generate about 125
2 trips in the morning.

3 When I say a trip, that means a car that's either
4 entering or leaving. That's the total.

5 When we look in the afternoon, you have the
6 residents generating traffic and you have the office
7 and retail. In the morning the retail doesn't generate
8 as much because often times retail businesses aren't
9 open before 9:00. But in the afternoon everything is
10 generated with traffic all together. So, in the
11 afternoon you have 195 trips entering and exiting;
12 that's the total for the site. All that traffic is
13 concentrated at its highest, right here at the site
14 (Indicating). We look at that and say, some of that
15 traffic is going to head up and some of it is going to
16 head down to Mechanicville and some of it is going to
17 head out Route 67 towards Malta.

18 So, we took a look at the distribution and we
19 took that traffic volume and we turned that into actual
20 numbers and said, 30 or 40 will go in this direction
21 and 40 or 50 cars are going to come down into
22 Mechanicville, and 30 or 40 cars are going to head down
23 Route 67 towards Malta.

24 We then took a look at the number of lanes that
25 were provided at each one of these intersections and

1 the signal timings. We looked at all of that along with
2 traffic volumes and we come up with basically a
3 capacity analysis. It's much like a child's report card
4 in that it goes from A as being great, all the way down
5 to an F, which is failing. That's based on the delay
6 that drivers would feel as they come through the
7 intersection.

8 We then take that information and we look at
9 what's going to happen beforehand and what's going to
10 happen after. That gives us a good comparison to be
11 able to say what the impact of the project is because
12 you can say, here it is beforehand without the project
13 and here is the level of service. Then we can say, here
14 is the level of service after the project is open.

15 To talk about some of the specifics, I'll start
16 at the intersection to the north, Route 4. Today, the
17 intersection as you're pulling out of Best Avenue
18 operates at a level of service B; that's pretty good.
19 It's not great. It could be better and be an A, but
20 it's not an F.

21 We looked at how much traffic the project site
22 was going to generate sending it up into Stillwater and
23 the change that occurs from Best Avenue. After the
24 project is built out, that approach would still operate
25 at a level of service B. So, there really isn't any

1 change of that intersection.

2 Now we're looking at the intersection near Price
3 Chopper and North Main Street and Route 67 and Route 4.
4 That intersection is signalized right now. The
5 approaches of Route 67 and Route 4 basically operate at
6 a level of service A/B today. That's in the morning and
7 afternoon. The approach coming out of Price Chopper and
8 coming out of Main Street is a level of service C. So,
9 that's kind of in the middle. As you build the project
10 out and you add the traffic through this intersection,
11 it's going to remain at the same levels of service.
12 That's not going to change. You're going to have some
13 changes in the delay that will occur. It's something
14 that you're not really going to notice when the traffic
15 is coming through there.

16 The other intersection of North Central Avenue
17 and Route 67 - today that intersection basically
18 operates at a level of service B/C on the main east and
19 west approaches to that. On the northbound approach,
20 Central Avenue - that basically operates at a level of
21 service C in the morning. Most of the people are
22 already headed south at that time and it operates at a
23 level of service B.

24 We did notice when we were out there with these
25 intersection levels of service and timings is that the

1 intersections are operating on a fixed line in a sense
2 that there are pedestrian accommodations in the area.
3 To be able to get pedestrians across the street - there
4 aren't any push buttons. So, you have to adjust the
5 signal timing to allow for pedestrians to cross on the
6 green ball that they see on the traffic light.

7 There is a study that's going on right now that
8 CDTC, the Capital District Transportation Committee,
9 are involved with along with a consulting firm, and
10 they've prepared a draft report for the city to view
11 and get comments back to them. They're looking at
12 pedestrian accommodations and the corridor through this
13 area.

14 Some of the recommendations that will come out of
15 this study we think will involve increasing or
16 approving the accommodations in this area because right
17 now you don't have any. You don't have any specific
18 pedestrian signal indication. So, when a pedestrian is
19 coming up to cross over - let's say from North Main
20 Street over to Price Chopper, they basically just have
21 to wait for the light to turn green. There is nothing
22 special there telling them that now is the time to
23 cross.

24 That's basically an overview of the traffic study
25 that we did. We have had some discussion with the city

1 and concerns raised by the council as well as the
2 Police Chief in the sense that they want to look at
3 some additional intersections as well as the Town of
4 Stillwater. They wanted to look at some of their
5 intersections. So, right now we're in the process of
6 identifying some of those intersections and
7 incorporating them into an additional study that would
8 come along behind this one to address some of those
9 concerns.

10 Those intersections in the City of Mechanicville
11 include the intersection of 67 and Viall Road and
12 further to the west of the intersection of Round Lake
13 Road next to DiSiena Furniture, and as you come down
14 Route 4 through the city, the intersection here
15 (Indicating). Then for those in Stillwater, the
16 intersection of Route 4 and across the river here
17 (Indicating). That's Washington County on that side.

18 So those were the basic intersections that we
19 were looking at and summarized what we found.

20 MR. OSTERHOUDT: Can you summarize the traffic?

21 MR. WORSTED: Sure. Basically just to sum up the
22 last 10 or 15 minutes; we have a project here that's
23 going to include a mix of apartments, office and retail
24 uses.

25 Overall, the project is going to generate 125

1 trips in the morning and about 195 trips in the
2 afternoon. That traffic would be distributed up into
3 Stillwater down into Mechanicville and west towards
4 Malta. We have looked at the intersections in that area
5 and the level of service of those intersections.

6 Basically the summary of the intersections is
7 that the existing levels of services that are there now
8 continue into the future of this project, partially
9 because of the dissipation of the traffic; some of it
10 is going north and some of it is going south and also
11 going west.

12 So overall, as you travel through these
13 intersections in the city, you're not going to see a
14 lot of change in what's happening out there today with
15 what is happening out there in the future with the
16 project.

17 MR. SEBER: Madam Chairman? Mary Grace? It's
18 your meeting, may I ask a question?

19 CHAIRPERSON IZZO: Sure.

20 MR. SEBER: I understand that we're taking the
21 data and classifying A, B, C, D or whatever it might
22 be. Will there at some point be some recommendations of
23 how to better handle the traffic? Clearly it's going to
24 be an increase in traffic. Is there going to be some
25 recommendation somewhere along the line where it's

1 going to be here are the numbers, go to somebody else
2 and - - I'm just trying to understand the process.

3 MR. OSTERHOUDT: I can answer that question for
4 you. We had prepared a traffic study, as Ken mentioned,
5 for those intersections that he just identified. That
6 study has been submitted to Barton and Loguidice, the
7 city's engineer for review. We have copies with us
8 tonight to submit to the City Council and Planning
9 Board, as well, so that they would be available for
10 your review.

11 In that report, it goes through everything and
12 the conclusions. There are no improvements recommended
13 at this time, as far as off-site improvements. The
14 numbers don't warrant it at this time. Obviously the
15 city's consultant, Barton and Loguidice, will be
16 weighing in on that as well.

17 You have some additional intersections that we
18 are going to need analyzing as per the city's request
19 and the town's request. Those will be included in a
20 supplemental report that we're hoping to have issued
21 later this week.

22 MR. SEBER: So basically what you're telling me
23 is that you're going to give the date to Barton and
24 Loguidice and then they may or may not recommend some
25 way for us to handle the addition. They may say, hey,

1 it's fine.

2 I can tell you that going north on Route 4 at
3 4:30 or 5:00 in the afternoon, adding 40 or 50 cars, to
4 me, - - I don't pretend to be an expert in traffic
5 other than having to sit in it for awhile. South and
6 west or it could be north above the overpass and west
7 and east may not be as effected, but I'd be curious to
8 see what the recommendations are going to be.

9 Thank you.

10 MR. OSTERHOUDT: You're welcome.

11 I have a few other items that I'd like to touch
12 on here quickly and then I'll pass the mic off to
13 another team member here to finish off our
14 presentation.

15 I mentioned the break down of the site; in
16 Stillwater and Mechanicville. I wanted to talk a little
17 bit about the greenspace and building requirements and
18 the building space of the apartments here (Indicating).

19 Overall, what we have on this plan if you look at
20 this site today and look at the impervious area on this
21 site, there is a large warehouse facility. You've got a
22 lot of parking. You've got some other building
23 facilities in the northern portion of the site. There
24 is a lot of impervious area on the site. As this plan
25 depicts right here, there is actually an increase in

1 the greenspace on this site over what is out on the
2 site pad. It's not a large increase, but there is an
3 increase and when you're looking at a redevelopment
4 project of this magnitude, I think that's pretty
5 impressive to walk away with an improvement in your
6 greenspace for a site of this size. So, that's a very
7 good benefit to both the city and the town, relative to
8 the project. Obviously, it's going to be a bonus for
9 the project as well because of the residential
10 component of it. The greenspace is going to create a
11 very nice environment for the residents of the
12 facility.

13 I'd just like to focus a little bit more on the
14 pedestrian facilities. As I mentioned, we have existing
15 sidewalk facilities along Route 4 here (Indicating) and
16 it kind of feeds out as you head north along the
17 project site.

18 We have engineers here tonight who can certainly
19 answer any questions regarding any layout of the
20 project. They've worked long and tireless hours on
21 creating this layout to build around a pedestrian
22 theme.

23 The town center west building, if you will, is
24 the focal point of the project along Route 4. The
25 intent was to build a streetscape along Route 4 that

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1 creates some of the downtown here (Indicating). These
2 buildings are relatively close to the road by design.
3 They are set there on purpose. In that capacity, they
4 tend to slow traffic down because now you have more of
5 that downtown feel. It's as if you're driving down the
6 middle of Mechanicville and there are cars that are
7 parked on the road and the buildings are closer and it
8 slows the traffic down.

9 In addition, we have courtyard areas here
10 (Indicating) where there are not only sidewalks to be
11 accessing the whole frontage of North Main Street, but
12 courtyard areas where users of the commercial
13 components of the project will have benches out here
14 along the frontage. They will have areas to converse
15 and get off the road and spend some time where they can
16 chat with neighbors. They'll have room to move
17 throughout the site.

18 With town center west going here (Indicating)
19 being the focal point, there is a covered walkway that
20 connects town center west to the lower section where
21 the town center north and south are. There is a
22 staircase that would function to move people from the
23 upper to the lower levels that I described down to a
24 courtyard area here (Indicating) where there will be
25 shops on that first level, residential above that and

1 then the river walk area, which is here along the river
2 (Indicating). That will be connected via a pathway
3 right down through the artery of the project here.

4 Down in this river walk area, we're anticipating
5 some type of attractions such as a small amphitheater.
6 There's also a walkway that continues to the north here
7 (Indicating). On these grounds we have accommodated
8 stormwater management facilities, but we've also
9 provided for potential other gatherings, if you will.

10 The neighborhood and the community that will be
11 born by this project is going to have a tremendous
12 asset in the river frontage here. We have some photos
13 of what the views are from the site looking out to the
14 river, out to the Rensselaer County countryside and
15 looking north to the overpass and looking over at the
16 lock. There will be area out here for recreation
17 (Indicating). There will be area out here for
18 gatherings and with that the greenspace that I
19 mentioned is going to prove to be a valuable asset to
20 not only the residents of the facility but for the
21 general public. All of these walkways and all of these
22 facilities are going to be open to the public.

23 I did not touch on parking so much. What we have
24 proposed is parking that is conformance with the
25 current city zoning requirements and the proposed

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1 zoning district maintains those levels of parking. It
2 does provide for a shared parking arrangement because
3 that zoning is not only for this project which meets
4 the parking requirements, but it's going to potentially
5 be applied to other projects that would seek to have a
6 mixed-unit component as well. So, there are provisions
7 in there for shared access. We have room on our site to
8 accommodate our parking. Someone was looking at a site
9 just down the road here and they didn't have room for
10 that parking but you could get it maybe from a church
11 or another facility, there is a provision for shared
12 parking.

13 With that, I'm just going to flip through real
14 quickly here to show you some of the views from the
15 project site, which probably everyone is familiar with
16 and then I'll pass it off to Camonin Associates to talk
17 about the fiscal analysis.

18 This is from the project site looking north.
19 Obviously the railroad and the overpass would be over
20 here (Indicating).

21 This is from the project site looking
22 southeasterly. You can see the ball fields here
23 (Indicating). This is the southerly edge of our site
24 and obviously the Hudson and Rensselaer County across
25 the river.

1 This is looking pretty much due east from the
2 site across the river and the countryside to the east.

3 With that, I'm going to wrap up my portion of the
4 presentation. I will be here for questions. I'm going
5 to pass the presentation off to Carmel Lorentz from
6 Camoin Associates who did the fiscal analysis for the
7 project and I'll let her speak.

8 MR. SEBER: Rob, before you leave I have one
9 other quick question.

10 The zoning change calls for a zero setback on the
11 front portion of the building?

12 MR. OSTERHOUDT: Correct.

13 MR. SEBER: That doesn't mean that there is going
14 to be buildings up to Route 4, correct?

15 MR. OSTERHOUDT: We have that proposed mixed-use
16 zoning that has a zero foot front yard setback proposed
17 as well as a zero foot side yard setback. Rear yard
18 setbacks are proposed to 15 feet. The provision for
19 those zero foot setbacks is such that, again, we're in
20 an area where buildings are right in the back of the
21 sidewalk and this would accommodate that type of use.
22 We've proposed a setback that's slightly larger. We
23 haven't gone with a zero foot setback here, but along
24 the principal frontage here for town center west we
25 have a seven foot setback at the worst case scenario

1 and then it expands after that. In one area, we get
2 down to a five foot setback or so on the south commons
3 west building. That area is in here (Indicating), where
4 the road starts diverging away from the project with
5 the proposed buildings. There is additional right of
6 way in that space.

7 Are there any other questions from the council? I
8 can take those now or later.

9 MR. FLETCHER: I do want to make one comment.

10 I'm Don Fletcher with Barton and Loguidice, the
11 city's consultant.

12 We had commented on the front setback in looking
13 at maybe coming off of the zero because we're getting a
14 little bit out of the urban downtown core of the city.

15 With regard to what Rob was talking about - we're
16 looking at a maximum of 10 feet off for a potential
17 number of reasons. One is future roadway improvements.
18 If anything is done that there might be a need to widen
19 that area, that would need to be so that the buildings
20 are not right at the zero mark. If you're ever going to
21 do a bike path or sidewalk amenity along the front or
22 any type of retail uses - if there was going to be
23 cafes or any type of out front tables or restaurant
24 type atmosphere, the zero mark might be an issue. So,
25 one of the things that we recommended for the council

1 to look at is coming off of the zero front setback for
2 somewhere in the five to ten foot area as part of the
3 zoning change.

4 MR. OSTERHOUDT: I'll now turn it over to Carmen
5 Lorentz from Camoin.

6 MS. LORENTZ: We were brought into the project to
7 look at what's going to happen when this is built to
8 the fiscal resources of the city and also the school
9 district.

10 As everybody knows this is a big project so
11 obviously there is going to be some impact and our job
12 was to try to figure out what that would be and put
13 that into numbers for you.

14 Our firm, Camoin Associates, is located just up
15 the road in Malta on Route 9 and we've done a bit of
16 work with the city in the past. We've written some
17 grant applications for the city and did the economic
18 development strategy in 2005 or 2006. We have done
19 quite a few fiscal impact studies in the capital region
20 as well; down near Albany, Bethlehem, East Greenbush,
21 Saratoga, and also in Niskayuna. So, we're pretty
22 familiar with how these things work and in this area in
23 particular.

24 We have looked at all different types of projects
25 from strictly residential to mixed-use like this one.

1 Also, some that are just retail plazas and also
2 industrial parks. So, we have a good idea of how these
3 things typically play out.

4 What we tried to do to start out was get an
5 understanding of how things work in Mechanicville. So,
6 we're looking at the city's budget for the past few
7 years. We're talking to the school district's business
8 management to get a sense of enrollment right now, what
9 their per student costs are and what kind of state aid
10 the school district receives. We also have had
11 interviews with the Police Chief and the Fire Chief and
12 a member of the rescue squad to try to get a handle on
13 how a project of this size might impact those services
14 and also their budgets.

15 So, all of the project information that we were
16 using in terms of the square footage of the project,
17 residential versus retail and office and what the
18 estimated value of the project would be after
19 completion, we got from the developer and Mr. McNeary.
20 We took all that information and did a series of
21 calculations and tried to understand things. We said,
22 okay, what's going to happen to service costs? What
23 kinds of property tax revenues and other kinds of
24 revenue will the city and the school district see as a
25 result of this project?

1 One thing that I should say is that whenever we
2 do these studies we typically find that for an all
3 residential development, sometimes the results are kind
4 of mixed; depending on the value of the housing. You
5 may see more costs associated with that kind of project
6 then you would revenues. They don't often generate
7 enough revenues to pay for all the school children that
8 might come out of a residential development.

9 When you're looking at a mixed-use project, like
10 this one, that balances that mix of uses, it typically
11 provides enough property tax revenues to cover the
12 costs of services and often results in a positive
13 fiscal impact; which is what we found when we did this
14 study.

15 In looking specifically at the school district,
16 we determined that there would be new costs of
17 approximately \$240,000. That would basically come from
18 about 18 to 20 new children that would live in the
19 project after it's completed. Based on the rental rates
20 that are going to be charged on the target market for
21 this project, it's not going to be generating a large
22 number of school children like you might see with a
23 development of single family units right now.

24 In looking at the property tax revenues, we came
25 up with a figure based on the current tax rates and the

1 estimated value of the project of about \$440,000 on
2 property tax revenue. So, you come out with a net
3 positive of about \$200,000 for the school district
4 which is a good thing.

5 Then in looking at the city's budget and the
6 city's fiscal resources, we looked at the general fund
7 and also the water and sewer funds. The public safety
8 service budgets are included in the general fund and we
9 included them in that part of the analysis. Obviously
10 there are going to be additional costs for police,
11 fire, emergency medical services because this is a
12 rather large project. Because those services are
13 already established and they have the staff and the
14 equipment that they need to respond to calls, we were
15 looking more at their operating costs; increased fuel,
16 repair and maintenance of their vehicles, equipment and
17 things of that nature.

18 Then we also looked at general services. The
19 types of revenue that would be generated from the kinds
20 of permits the city might issue and licenses and things
21 like that. We also took into account the cost for
22 maintaining roads and increasing traffic and things
23 like that.

24 With regard to the general fund, we came up with
25 a net positive impact of approximately \$294,000. Again,

1 the project is rather large and it's going to be
2 generating quite a bit of property tax revenue so
3 that's why they came up with such a positive number.

4 With the water and sewer fund, based on the
5 preliminary analysis that has been done, our analysis
6 has taken into account any new infrastructure that
7 would have to be built by the city. The developer will
8 be rebuilding the new pump station or relocating the
9 pump station, as Rob mentioned. So, we're looking at
10 the new revenues, the new fees and water and sewer fees
11 that would be generated by the project. With the water
12 fund, we came up with about \$74,000 a year in fees that
13 the project would generate into the system and for
14 sewer we came up with \$19,000.

15 So, when you add all of the city funds together,
16 we're looking at a net positive fiscal impact on an
17 annual basis. Again, after the project was fully built
18 out and fully occupied, about \$387,000.

19 Then for the school district, coming back to
20 that, it's \$195,000.

21 The grand total of all the impacts that we
22 calculated about \$583,000 on an annual basis, is our
23 estimate.

24 I'll be happy to take any questions or wait until
25 the end.

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1 MR. OSTERHOUDT: With that, I'd like to introduce
2 Mary Beth Slevin to get us close to our portion of the
3 presentation where we can take additional questions.

4 Thank you.

5 MS. SLEVIN: Good evening, everyone. Again, Mary
6 Beth Slevin. I'm here on behalf of the applicant and I
7 appreciate your patience with our presentation this
8 evening. I know that it's been long and you have
9 questions and you want to get to them.

10 We've had two public hearings this evening. One,
11 to review the Restore New York Grant, and the second
12 which is the one that we're in the middle of right now
13 for the site plan review.

14 We still are going to look at the issue of the
15 zoning request and the change in zoning. I just want to
16 touch on that briefly so that we can try to consolidate
17 our efforts rather than wait until we deal with that in
18 a public hearing as well.

19 We are proposing a change in the zoning for this
20 property. It's currently zoned heavy industrial for the
21 city. It's similarly zoned industrial in the Town of
22 Stillwater. We are concurrently requesting the same
23 change of zoning in the city as well as the town. This
24 project stands in both municipalities. The language
25 that is proposed is the same.

1 Our methodology for proposing the zoning, as Rob
2 eluded to earlier, was that we looked at the existing
3 zoning of the city permits. Without a vast number of
4 variances to allow the number of combined uses of
5 retail, office and residential on this property, we
6 would have had to go back to the zoning board really
7 for an inordinate request. So, after consultation with
8 city officials, it just made more sense to propose a
9 new zone.

10 The new zone, however, was designed to be
11 consistent with the work that the city has already
12 done. As Ken Green had said earlier, the city has
13 looked at the uses that it wants to see along its
14 waterfront. It has developed specific plans, both under
15 the comprehensive plan and under its downtown
16 revitalization plan to look at what kinds of uses were
17 developing and would be appropriate for the city going
18 forward in the future.

19 This project is a synthesis of some of that work.
20 It was designed to address the goals and objectives on
21 the comprehensive plan.

22 The goals and objectives of the downtown
23 revitalization plan were to provide an opportunity of
24 an extension of the downtown to create a new downtown
25 to the extent that this is area that is otherwise an

1 industrial use. Also, to realize the goals of those
2 plans and in keeping in a very real fashion that would
3 allow a starting point for turning point for further
4 development in the future.

5 So, we developed the language for the zoning code
6 in our proposal. We looked at the existing language of
7 the city's building code and tried to mirror the format
8 of that zoning code so that this district would be
9 consistent of at least the format of those other
10 districts that already exist in the city. The only
11 difference being that this combines some of the other
12 uses that would be allowed in those districts all into
13 one district. So we have the first opportunity to have
14 a true mixed-use development under the proposed
15 districts.

16 So, with that, that concludes our presentation
17 and we're obviously available to answer any questions
18 that the City Council or the Planning Board would have.

19 MR. FLETCHER: I'm Don Fletcher with Barton and
20 Loguidice, the city's consultant.

21 To date, as everyone has indicated, a lot of work
22 has been done by the developers. We've provided our
23 letter of recommendations and conclusions with regard
24 to the rezone application that there is a public
25 hearing tonight before the City Council.

1 Going back as far as the mid-nineties with the
2 reviewing documentation, this type of mixed-use zoning
3 has been sought and thought about quite a bit by the
4 City Council. Within the draft, it was in the March
5 2000 comp plan, it was in the 2006 draft: waterfront
6 revitalization and in the final January 2009 programs.
7 So this really goes concurrent with a lot of that
8 vision and for the city. So a lot of our review to date
9 has been in the language that Mary Beth spoke of.

10 Speaking about some of the front setbacks, what
11 kinds of uses it would be, what is in the greenspace
12 requirement would be and what would some of the shared
13 parking requirements - - we've had a lot of comments in
14 the letter that I presented tonight to the Planning
15 Board and they have copies to the City Council. So to
16 date, that's really been our focus.

17 Then moving forward, we just recently received
18 all the preliminary plans and the report of the fiscal
19 impacts, the geotechnical report and the traffic study.
20 They're going to be supplementing the traffic study.
21 So, we're really at a state now where we would be
22 delving in and reviewing all the information on behalf
23 of the city and the residents with regard to all the
24 issues; the water, the sewer, the traffic, the
25 waterfront revitalization, what uses are down there,

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1 pedestrian uses, so on and so forth.

2 Unless anybody has any specific questions for me,
3 that's pretty much at this point where Barton and
4 Loguidice is with the review.

5 There is just one other thing that I would say.
6 As we are doing this entire review, we are reviewing
7 the report with regard obviously to the preliminary and
8 final approval, ultimately, with the Planning Board but
9 also as part of the environmental review of this
10 project. That's what we're doing on behalf of the city.
11 If anybody has any questions, I'm here to answer them.

12 CHAIRPERSON IZZO: Are there any questions on the
13 part of the council that they would like to ask - any
14 of the guests that spoke?

15 MAYOR SYLVESTER: We're talking about that zero
16 clearance on the street. We spoke to you before but I'd
17 like to remind the developers also. Zoomsmith Trail
18 ends at [SIC] Coons Crossing right now. We're in
19 negotiations with the railroad to allow that to come
20 down the south side of the railroad onto Elizabeth
21 Street and end up down at the main street, basically in
22 front of City Hall. With the Champlain Canal coming up
23 to meet that and going on north, I would assume that
24 they would follow the river up through Main Street and
25 past your project, and up through Stillwater and

1 eventually Lake Champlain. Would you take that into
2 consideration with your plans and what you're going to
3 do so that can become a reality? This is something that
4 the state really wants to go through with and all the
5 counties involved.

6 MR. SEBER: Carmen, the numbers you talked about
7 with the school district - the additional revenue
8 generated based on assessment of the project - I think
9 I might have some experience here.

10 You're not going to get a check for \$300,000.
11 It's just redistribution. A tax levy is a tax levy;
12 whether it's a school district or whether it's a City
13 Council. At the end of the budget process, they say, we
14 have to raise an X amount of money in taxes. That's the
15 money that you're raising. This would be basically
16 redistribution. It would affect the rate per thousand
17 and possibly affect the taxpayers.

18 MS. LORENTZ: Yes.

19 MR. SEBER: It's not a check for \$300,000.

20 MS. LORENTZ: No.

21 MR. SEBER: I think that people have to
22 understand that. We have a huge amount of fairways and
23 turning point people and even the board members are
24 saying, where's the money? The money is distributed
25 around. The water and sewer might be a little bit

1 different because that's actually revenue coming in,
2 but I just wanted to get that understanding. It's not a
3 check for \$300,000. It's just sort of a redistribution
4 and it's a good thing. Don't get me wrong. It's not
5 that we should be saying, hey, where's the \$300,000 in
6 five years.

7 MS. LORENTZ: A good way that I like to explain
8 it to people is that you have to sort of use the rates
9 that we have available and the assessed value that we
10 have available to us. But it's more trying to put a the
11 amount of tax burden that the residents won't have to
12 shoulder going into the future. So, yes, that's
13 accurate.

14 MR. SEBER: It was pointed out to me the other
15 day at a meeting - - I have no idea what the assessment
16 is going to be. I have a sense of what it's going to
17 cost so let's just use that number. Basically it's
18 about 20% of what our assessment is now. So, it's a
19 very large number. We're assessed at approximately
20 \$144,000,000 or \$150,000,000. Hypothetically, if that
21 money was put on, it would redistribute it
22 significantly. I just want people to understand that
23 they're not going to get a check for \$300,000 because
24 it doesn't work that way.

25 Thank you.

1 CHAIRPERSON IZZO: We're going to go into public
2 hearing and ask for comments from the floor on the
3 actual site plan. We'll do the same process that we did
4 before. We'll take the notes about what you want and
5 then try to address them in case there should be
6 replication someplace along the line.

7 So, I'll ask for a motion to close our part of
8 the meeting and request public input on this.

9 MS. PELUSO: I'll move.

10 MR. DEPEAUX: I'll second.

11 CHAIRPERSON IZZO: Thank you.

12 So at this time anyone who would like to make a
13 comment please do so now. If you're here representing
14 an organization, please state that for us for the
15 record.

16 MR. DEMARCO: I'm Dave DeMarco, resident.

17 The only thing that I would like you to look at
18 is that they have a walkway in the back. That's what it
19 looks like. It looks like a covered walkway. They're
20 actually dividing the project in half. If fire and
21 rescue and stuff like that - it looks like it could be
22 difficult to access and it's something that you might
23 want to look at.

24 Also, is there going to be any hook-ups for any
25 water for a water source inside there when you're at

1 the back building? It's a very large building and it's
2 going to take a large amount of water. Are they going
3 to get a dry hydrant from the river maybe for a fire
4 hydrant from the river?

5 Is there going to be a traffic light at the exit?
6 When you're going in and out, are they going to put a
7 traffic light there or is it going to be the best that
8 you can do just to get in and out?

9 CHAIRPERSON IZZO: Thank you.

10 FROM THE FLOOR: At one of the previous meetings,
11 I expressed a concern regarding the zero setback on the
12 zoning. I believe it was on the side and in the front.
13 I'm confused as to whether or not a decision has been
14 made to change that and if so, does it affect all
15 mixed-use properties in the community in addition to
16 this one?

17 MR. COLEMAN: Mike Coleman, 329 South Main
18 Street.

19 I have several questions. I thought that Don was
20 going to hit on them a little more today since we had
21 discussed it at previous meetings.

22 There's never been public notification of any
23 determination of whether or not the city has the
24 infrastructure such as water available to the project
25 at the start or at completion.

1 Another question comes in about the sewer. The
2 pump station on the southern end of this property is
3 going to be replaced. We have an aged pumping station
4 that is currently on Ferry Street. Is that pump station
5 going to be able to handle the pressure and influx of
6 whatever this project is going to send into it? That
7 needs to be looked at and addressed. It's 110 years
8 old. That whole system that runs all the way down and
9 to just have it realigned begs the question of: Can it
10 handle it without being improved?

11 Up at the Town of Stillwater, their Planning
12 Board actually requested that the market analysis be
13 made available. Who is going to be able to afford the
14 \$1,000 to \$1,300 a month rents on these apartments? I
15 don't know if that question has ever been asked here. I
16 believe that it should be answered.

17 Again, the water usage is a big one. I haven't
18 heard an answer to that.

19 I notice that everybody has a set of plans
20 available and the Building Inspector has one in his
21 office. I think that it would be beneficial to all the
22 public to have a set of plans available. They should be
23 there for the public to readily take a look at.

24 Thank you.

25 MAYOR SYLVESTER: Anyone else with any other

1 comments on this?

2 MR. HILDRETH: My name is Ed Hildreth.

3 I have a big concern regarding the traffic study.
4 I've had 30 years experience. I think that the study
5 has to go a little bit earlier in the morning. I think
6 it has to be a little more realistic. The intersections
7 are in disarray for more than an hour and a half each
8 day.

9 At 5:15 in the morning, the traffic starts
10 backing up past Best Avenue. DeCrescente has over 300
11 employees coming into work. Maybe the wife is dropping
12 him off or maybe a child is coming in later to see
13 their father, or go to a sporting event or something.
14 Traffic needs to be studied. I'm not going to live
15 through another nightmare with a poor decision on an
16 intersection. I'm holding everyone here responsible for
17 this. Investigate it and make sure that it's not just
18 paper. Right now, I believe that it's just paper.

19 MAYOR SYLVESTER: Anybody else with anything?

20 MS. HILDRETH: Carol Hildreth, just a public
21 citizen.

22 I think that my question is: Why should we, the
23 public in Mechanicville, get excited over this project?
24 Other than that, it's beautiful but will the public
25 have access to this beautiful riverfront? What will be

1 the benefit for us as citizens of Mechanicville?

2 MAYOR SYLVESTER: Anybody else?

3 MR. SCIROCCO: I have a comment but it's not on
4 the proposed zoning ordinance. It's on the project
5 itself. Is this the appropriate time?

6 MAYOR SYLVESTER: It's on the whole project.
7 We've done the zoning part already. Bring it on,
8 anyway, please. Don't anyone go home without your
9 question answered.

10 MR. SCIROCCO: I'll be brief.

11 I'm Frank Scirocco, Chairman of the Zoning Board
12 of Appeals in Mechanicville. I'd like to share some
13 comments and thoughts that I have on the project
14 tonight.

15 Mixed-use has always been seen as a key to smart
16 development. It reduces all of the dependences,
17 preserves greenspace and natural resources and promotes
18 economic development that the city really needs. It
19 also offers residents more of a sense of community and
20 an opportunity to socialize with their neighbors. The
21 benefits of this type of development abound. It will
22 promote the village style mix of retail, restaurants,
23 office, civic uses and multi-family housing. It
24 promotes a sense of community, embodies smart growth
25 and it will increase revenues. So, I would ask both

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1 boards tonight to look upon these measures favorably.

2 I told you I'd be brief. Thank you.

3 MAYOR SYLVESTER: Anyone else with anything?

4 Please remember, if you get home and think of
5 something, get it back to us.

6 MR. SEBER: They have to answer some questions
7 from the earlier comment period, but I think that it's
8 still your meeting.

9 MAYOR SYLVESTER: Yes, it's still yours.

10 CHAIRPERSON IZZO: If there are no more comments,
11 then can I have a motion to close the meeting?

12 MR. DEPEAUX: I make a motion to close.

13 MS. PELUSO: Second.

14 CHAIRPERSON IZZO: We need to talk a little bit
15 about the recommendations from the Planning Board.

16 At this board - and I'm speaking for myself but
17 I'll ask the board afterwards. I don't think that we
18 can make a full recommendation about the development
19 plans at this point. We're still waiting on traffic
20 reports, financial reports, Saratoga County Planning
21 Board needs to bring us in with their ideas and what
22 they would like to see here; what they approve of and
23 what they don't approve of. Therefore, I'm going to ask
24 the board if they have any questions to ask the people
25 that have spoken. If you would you like to question

1 them on anything, feel free to. Other than that,
2 instead of closing our meeting, we're going to adjourn
3 it to another time when the rest of the recommendations
4 are available.

5 MS. SLEVIN: If I could just address that?

6 The Saratoga Planning Department has taken a vote
7 on the project and I don't know if the city is going to
8 be in possession of their recommendation. I attended
9 their meeting when they reviewed it and they provided a
10 positive recommendation on the zoning change reviewed
11 by Mechanicville and also by Stillwater. We attended
12 that meeting on March 19th. So, that's been completed
13 already.

14 With respect to the City Planning Board
15 recommendation, the only thing that the board is asked
16 to do tonight is make a recommendation on the proposed
17 zoning change. You are not asked to make a
18 recommendation on the site plan. Obviously that's going
19 to be something that's subject to further review. The
20 recommendation that's sought from the board is simply
21 the zoning change and the zoning language that is
22 proposed to be adopted by the City Council.

23 CHAIRPERSON IZZO: I guess all I'm speaking to is
24 the site plan. I don't think that we can give a
25 recommendation to that.

1 MS. SLEVIN: That's what I thought.

2 CHAIRPERSON IZZO: Because we have a lot of
3 options to still look at that are not available to us.

4 Is there any time frame for the traffic study?

5 MS. SLEVIN: The traffic study has been
6 submitted. The report that both Rob and Ken spoke about
7 earlier this evening - that is in the city's possession
8 at this point. I believe that we have copies for the
9 Planning Board members and the City Council members
10 this evening. There is some additional review that's
11 being done at the request of both the city and the Town
12 of Stillwater, but we don't believe that's going to
13 adversely impact the site. Nonetheless, we're going to
14 continue with that review to satisfy the requests that
15 we received.

16 CHAIRPERSON IZZO: The thing that I did want to
17 mention, as long as we have such a large audience here
18 is the Planning Board, believe it or not, is a
19 free-standing organization that represents the public
20 also. When we look at a plan, we try to look at it for
21 the benefits to the citizen, what you will gain out of
22 it, what you won't gain out of it, the positives are
23 and what the negatives are. So, it's not totally going
24 in and looking at a street versus a street versus a
25 street. We look at it in conjunction with what it does

1 for the city, what it does for the citizens and what it
2 does for the financial standing of the city, also.

3 The Planning Board does not take it lightly when
4 they are asked to review a project of this magnitude
5 and the people who spoke tonight know that we're not
6 shy. We're very happy to call you and ask you a
7 thousand questions and so far nobody has threatened us
8 so we must be doing something right. That's what I'd
9 like the public to understand is that we're here to
10 serve the general community as well as the city in what
11 we do.

12 We'd like you to attend more of our meetings. We
13 see very few people. This is like a bonanza tonight.
14 The meeting is the first Monday of every month, if
15 there is an agenda. The way to find out if there is an
16 agenda is to call the Mayor's office and ask the
17 secretaries. There is a tentative meeting scheduled on
18 the 20th of April. Should the rest of the information be
19 answered, the Planning Board can then again look at the
20 preliminary site review and take it from there. We're
21 still waiting for SEQRA to be completed and a decision
22 made but it's not like we're hedging with anything that
23 we're doing. We're just not at that point yet that we
24 can take that step and make that recommendation.

25 That being said, I'll get off my soap box and

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1 we'll go on and attempt to finish up the meeting.

2 May I ask a question? Would it be easier to take
3 the questions that were asked in public comment and
4 direct it to the people that are the representatives
5 tonight? Would that be the best way to do it?

6 MS. SLEVIN: It's the pleasure of the board.

7 CHAIRPERSON IZZO: Are you prepared to answer the
8 questions?

9 MS. SLEVIN: Yes.

10 CHAIRPERSON IZZO: Mr. Mayor, do you want to
11 start with your questions or do you want me to start
12 with the planning session?

13 MAYOR SYLVESTER: Let's do the planning and then
14 we'll do everybody else's questions.

15 CHAIRPERSON IZZO: I do want to tell you the
16 questions that were submitted so far. Everybody has a
17 set of plans and did a lot of study on their own. I had
18 one meeting with all the area representatives and the
19 first meeting that we had together as a group was last
20 week. It was listed as a workshop because we had the
21 opportunity to sit down as a group and ask questions
22 again to everybody that was there.

23 This is the opportunity for the public to get to
24 speak. The next meeting we'll sit down and look at the
25 final plan, I hope, and make a decision.

1 I'm going to speak to the EMS question.

2 We did submit requests from the Mechanicville
3 Police Department, which Joe Waldron did respond; the
4 Mechanicville Fire Department and also, the John Ahearn
5 Rescue Squad. I have one of them so far and I'm waiting
6 on the other two.

7 As far as the EMS services, when you look at the
8 site plan, we had lots of questions about that, but all
9 the questions had been answered adequately. I'm hoping
10 that they've been answered tonight.

11 You did touch on all the services, correct?

12 MR. OSTERHOUDT: I could touch on them a little
13 more if there are more questions.

14 CHAIRPERSON IZZO: Would you like to step up and
15 speak to those? If you could just develop those three
16 areas so that they know that we've taken it seriously
17 for the emergency services.

18 MR. OSTERHOUDT: I'll just go through and address
19 the emergency services, if you will. As I mentioned, we
20 have two primary access points into the site; one to
21 the south and one to the north. We had circulation
22 through the upper portion, as I mentioned; access to
23 the lower portion; along the south side though the
24 site, under the parking deck and again, out through
25 this area (Indicating). We've been coordinating with

1 the Fire Department, the Police Chief and we have
2 developed our site plan based upon the largest fire
3 engine that the city has.

4 We had designed a vehicle that we incorporated
5 into our project. We ran turning movements throughout
6 the site and checked to see if we have conflicts. We
7 provided information to the Chief for his review and my
8 understanding is that right now there is a collective
9 process going on where all three emergency services
10 groups are going to be pooling their comments and
11 getting that information to us so we can consider it as
12 we move forward.

13 As the Chairperson has mentioned, we had a memo
14 from the Police Chief in regards to some of his
15 concerns. Those items will be addressed as we progress
16 forward as well. Some of those concerns dealt with some
17 of the traffic that we've heard from some of you
18 tonight. Again, those comments were issued at the time
19 prior to the traffic study, so there might be some
20 additional information that has come to light with
21 Chief Waldron and anybody within this group to review
22 and provide feedback on.

23 There is also a larger fire truck that the city
24 has that would have to be accommodated by this project.
25 Although the vehicle size is slightly larger, the

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1 turning movements are the same. We've analyzed that and
2 have incorporated that into the plan, as well.

3 Right now, on the site, you have circulation. On
4 this lower section of the site, there is a gated access
5 at this point (Indicating), and there is a gated access
6 at this point (Indicating). So the residents in these
7 lower units can be accommodated with their parking by
8 means of this gated access.

9 Emergency services are certainly a concern with
10 any type of gated services. Emergency services will
11 have full access to these gates in the event that there
12 is an emergency and they need to get down here to the
13 lower section.

14 All the buildings will be sprinklered. All the
15 buildings will have Siamese connections for the Fire
16 Company. Emergency services, as I mentioned, can
17 circulate through the site. The parking deck clearance
18 has been designed such that the fire trucks can
19 accommodate restrictions and Police Department has been
20 addressed as well in the site. I believe that touches
21 on the three emergency services that we need to be
22 concerned with.

23 As I said, there is going to be some additional
24 information forthcoming for us. We certainly will
25 address that as it comes forward.

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1 MR. COTLER: We can touch on a point. There was a
2 question about the covered walkway going down. I think
3 that you can see on that rendering that we raised the
4 portion so that fire trucks and emergency vehicles can
5 get through those areas.

6 MR. OSTERHOUDT: We had these up here for display
7 and I didn't get to really comment on them. Here you
8 can see the covered walkways (Indicating), the traffic
9 will circulate under for the other section of the
10 property. So, you can see the elevation raised such
11 that they will accommodate emergency vehicles.

12 CHAIRPERSON IZZO: Did you discuss wastewater and
13 how it works and that it eventually ends up in the
14 river?

15 MR. OSTERHOUDT: Yes. If there are questions on
16 that, I can answer that.

17 CHAIRPERSON IZZO: There are no questions. I just
18 want to make sure that the gentleman was answered.

19 When you asked for the timeline, did you want the
20 timeline for the project or the Planning Board?

21 FROM THE FLOOR: The project. There are seven
22 buildings that are going to be constructed over a six
23 year period.

24 MR. OSTERHOUDT: I can break that down as it's
25 envisioned at this time.

1 The existing warehouse facility lies in the
2 central portion of the site. That would be the obvious
3 first action to take place on the site; all of Phase I,
4 if you will. That is scheduled to be commenced in the
5 spring of 2010.

6 With the demolition of the building, the site
7 development and the prep work will start concurrently.
8 The next phase of the project would involve the
9 construction of south commons west here in the south
10 west portion of the site.

11 The next phase would consist of the town center
12 west building.

13 Phase III - - Bill correct me if I'm wrong here,
14 Phase IV would ultimately be the town center, north and
15 south, and then south commons east, and then north yard
16 east being the last phase of the project.

17 These first three phases would be built up front.
18 The rest of it would develop as market demand requires.
19 Hopefully by the time that those are progressing, the
20 economy is going to be turned around, the market will
21 be rebounding and it will be a strong vibrant economy
22 again.

23 FROM THE FLOOR: So you're basically saying that
24 two buildings in 2010 and then one building every year
25 thereafter?

1 MR. OSTERHOUDT: In a perfect world, yes, if the
2 economy picks up. If the demand is there, the project
3 will be built out. It's obviously a very tough market
4 to build and speculation for this magnitude of a
5 project so you have to do it as the market demands it.
6 But the initial build-out of these first three
7 buildings will be done as proposed right now over a
8 three year period.

9 MR. SEBER: Rob, what's the plan - once you get
10 the first phase done - in terms of preparing the site
11 or making the site attractive or whatever you want to
12 say - the rest of the site - - what's it going to look
13 like? You have Phase I built and you have eight acres
14 of open space. What are those eight acres going to look
15 like?

16 MR. OSTERHOUDT: Well, once that existing
17 building is demolished, once that site prep is
18 completed, the site has to be stabilized. In accordance
19 with DEC regulations for stormwater run-off, we have to
20 stabilize the entire site. At this point, that's
21 proposed to be a temporary seed mix. The site will be
22 graded off, it will be seeded and maintained in that
23 condition until the future build-out has progressed.

24 By the site-prep work, I'm primarily talking
25 about the utilities, completing the water and sanitary

1 sewers, stormwater management facilities that are going
2 to accommodate the rest of the project, in addition to
3 the grading work and some of the ancillary work that is
4 required for the initial build-out.

5 MR. MCNEARY: The retaining wall will be built to
6 separate the two levels. The front three buildings will
7 be built along with their parking and the rest of the
8 site - the lower level would be grass until we build
9 the final four.

10 MR. SEBER: But it will be grass. It won't be
11 just some undeveloped -

12 MR. MCNEARY: Right.

13 MS. REILLY: So there is a chance that it maybe
14 five years after the first three buildings are built.
15 Depending on the economy, you're saying, that's the
16 next step of it?

17 MR. MCNEARY: Yes, the plan is to build one
18 building and as it starts to fill up, you start the
19 second one. As that one fills up, you move onto the
20 next one. We're projecting a five year build-out.

21 CHAIRPERSON IZZO: Is there anybody that would
22 like to discuss anything about the traffic patterns
23 that have been questioned?

24 MR. WORSTED: I can speak a little bit to that.
25 There were a couple comments about the traffic;

1 mainly, the timing of it and traffic occurring earlier
2 in the morning. There was another question about
3 whether a traffic light was going to be needed exiting
4 the site.

5 Just to address the traffic volumes: We did have
6 a traffic counter out there on Route 4 that counted
7 traffic throughout the period of over 24 hours. That
8 told us how much traffic is out there at 2:00 a.m.,
9 3:00, 4:00, 5:00 and 6:00 in the morning and also
10 throughout the afternoon and evening. From that
11 information, basically at 5:00 in the morning there are
12 about 200 cars passing the site at that time of the
13 morning. When you get to 6:00 in the morning, that
14 jumps up to about 530 cars because you might have
15 people that would be traveling down to Albany who are
16 trying to beat that Northway traffic so they're leaving
17 earlier.

18 At 7:00 a.m. you have about 750 cars traveling
19 back and forth on Route 4 in front of the site. At
20 about 8:00 in the morning it drops down to about 650
21 cars and then at 9:00 in the morning, it drops down to
22 about 500 cars. So, you can see that peak that I
23 described earlier basically occurs at about 7 to 8:00
24 in the morning and then drops off later in the morning.
25 Obviously it continues up throughout the rest of the

1 day. That information, we have available. We also have
2 available DOT traffic counts. That information will be
3 provided to you by Barton and Loguidice.

4 I think that one of the items that they will be
5 tasked with in reviewing is the reasonableness of those
6 traffic counts, the conclusions and the analysis that
7 took place based on that information. I believe that
8 they will be able to verify or dispute whether those
9 traffic volumes are accurate and reasonable.

10 In regards to whether a traffic light is going to
11 be needed coming out of the site, the answer is no, a
12 traffic light will not be needed. The site isn't going
13 to generate enough traffic to warrant a traffic light.
14 The issue there is that although at certain times you
15 may have trouble getting out on Route 4, whether it be
16 in this area or in Stillwater, there may be only an
17 hour or two during the day or a couple of hours where a
18 traffic light would help you. However for the rest of
19 the day, it's not going to help you because there isn't
20 enough traffic out on Route 4 and there is not enough
21 traffic coming out at the light. So, one of the things
22 that we look at is maybe you put in a traffic light
23 just for a couple of hours, which might otherwise delay
24 people throughout the rest of the day. Or maybe you let
25 people take a little bit longer to get out of a site

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1 during those peak times, but without delaying people
2 for the remainder of the day. That's the situation that
3 we're in now that particularly in the afternoon it's
4 going to be a little more difficult to get out of the
5 site and pulling out onto Route 4 between 4 and 6:00
6 when people are traveling home and going up to
7 Stillwater through Mechanicville. However, it's such a
8 short time frame in terms of the rest of the day. So,
9 in that respect, there isn't going to be a traffic
10 light proposed there. I don't believe that one will be
11 warranted by the traffic coming in and out of the site.

12 FROM THE FLOOR: What about a turning lane?

13 MR. WORSTED: It's similar case for a turning
14 lane. The amount of traffic that is really for the
15 turning lane - you're looking at the traffic that's
16 coming south from Stillwater because that's the traffic
17 that's going to have to stop on Route 4 and wait to
18 turn left into the site.

19 FROM THE FLOOR: Is that proposed?

20 MR. WORSTED: No, a turning lane isn't' proposed.
21 The traffic coming in from Stillwater isn't high enough
22 to need a left turn lane. The traffic coming up through
23 the City Of Mechanicville is where most of the traffic
24 is coming from and obviously all that traffic is going
25 to make that right turn to go into the site.

1 FROM THE FLOOR: At those peak hours, have you
2 sat there trying to make a left hand turn out? Did you
3 do a time study on how long it would take you and
4 whether your insurance rates are with Geico or with
5 someone else?

6 MR. WORSTED: No, we haven't looked at that.

7 FROM THE FLOOR: Well, you should because it's a
8 realistic project and it's a realistic problem. I don't
9 really believe that there has been enough input put
10 into it. I'm not going to badger you with it, I'm going
11 to suggest that you go look at it and sit in your car
12 tomorrow morning and try it.

13 How many beer trucks are waiting to pull in
14 between 6:30 and 7:30 and what kind of impact that has
15 on traffic and how far back up that goes. One of the
16 best industries that we have - what is it going to do
17 for their safety levels? It needs to be addressed.

18 MR. OSTERHOUDT: Before we go onto the next
19 questions, I would like to just weigh in on that
20 thought a little bit.

21 One of the issues that has come up in the various
22 meetings that we've had with the city and with the
23 city's consultant is a provision for shared access to
24 accommodate some access management along the corridor.
25 There has been shared access talked about to the

1 adjoining property to the south and if there was any
2 sense to including some kind of shared access provision
3 to the north. I'm sure that the Planning Board would
4 require that as well. However, that's where the NYSEG
5 hydroelectric facility is.

6 There has been some discussion about shared
7 access to the south so that if there is any future
8 development on this parcel, there could be some access
9 management.

10 Some of the traffic could be kept off of Route 4
11 and off Main Street and kept to some of the local
12 roads. It also provides a better pedestrian connection
13 to the south, as well. That's something that's being
14 discussed and will hopefully progress as part of the
15 project.

16 FROM THE FLOOR: I watch a lot of the elderly
17 come over from the high rise with their carts and going
18 to the store and it's like run rabbit run. It's a
19 serious issue. It's a safety issue. It exists now
20 without your project. Luckily nothing has happened but
21 the majority of things that go on, I would say that
22 let's make them better and not worse.

23 MR. OSTERHOUDT: As Ken alluded to earlier; CDTC
24 is currently studying both intersections to the south
25 of our site. As part of their study, that's a big

1 focus, so both intersections are being looked at. That
2 report is in a draft or a pre-draft form. I don't know
3 what the schedule is for the completion of that. That
4 is ongoing as well. It existed prior to the project.

5 FROM THE FLOOR: It's from poor planning from
6 years past that got through. It just got pushed
7 through. It's coming through Mechanicville and
8 Stillwater. You have to be able to live with it
9 afterwards.

10 If it's an apartment project, let's
11 identify it as an apartment project and not as
12 condominiums. There maybe more pedestrians; that's
13 what I'm saying.

14 MR. OSTERHOUDT: We've never eluded this project
15 as being a condominium project.

16 FROM THE FLOOR: I read in the Express this
17 morning that it's a condominium. So, it gets a little
18 confusing; condominium or apartment?

19 MR. OSTERHOUDT: I'm not sure how that surfaced.

20 FROM THE FLOOR: That's not a negative thing.
21 It's positive. We want a safe pedestrian environment.

22 MR. OSTERHOUDT: That's what this project is
23 geared toward; pedestrian movement. We want to make it
24 easier for pedestrians of this facility and the
25 adjoining facilities.

1 FROM THE FLOOR: I'd like the safety departments
2 to do a little review into this because it does involve
3 the citizens' safety. That's existing now with traffic
4 patterns the way that they are. So, I'm not putting all
5 the expense on you but if we're talking DOT, let's talk
6 honesty. Tell them that we're dissatisfied with the way
7 that people cross the street and the way that things
8 are. Let's share the expense.

9 MR. OSTERHOUDT: I think that's going to be part
10 of that CDTC study. I think that there are
11 recommendations that the board will see.

12 FROM THE FLOOR: Just to reinforce that, I did
13 bring a petition to our City Council from all the
14 senior citizens over here in this building regarding
15 their concerns that they couldn't get across that
16 intersection to go get their groceries. I'd like to see
17 these concerns be addressed, in addition to these other
18 things. The Police Chief will be putting out little
19 yellow signs that we put in the middle of the road for
20 the first time this morning for the cars that are going
21 by there - that there are people crossing there. I
22 don't know how many people live in the senior center,
23 do you Jim? I think there are 100 units there. They
24 have to get around.

25 MR. OSTERHOUDT: I'm going to let the Chairperson

1 handle the questions. Please direct any of your
2 questions toward the Planning Board, please.

3 FROM THE FLOOR: There was a statement there
4 about the shared access. Could you flip back in your
5 chart? Do you have more information on that?

6 Yes, it was mentioned, among the traffic
7 concerns, that there was the possibility of using that
8 other access.

9 MR. GREEN: In the workshop, we were asked by the
10 Chairwoman of the Planning Board if a curb cut could be
11 provided on this parcel edge for future potential of a
12 shared access. So, our plan is being modified so that
13 in the event that this land is developed and it needs
14 to have a shared access, that we would provide that
15 curb cut for that access. Not that we are proposing
16 that shared access, but that we would accommodate the
17 Planning Board's request for a shared access curb cut
18 for potential future development.

19 There is no plan before the Planning Board at
20 this time on the development of the DeCrescente
21 property and the softball property. We don't know how
22 that's going to be developed.

23 In the event that it is developed and it requires
24 a shared access, we're going to accommodate a curb cut,
25 if that is something that the city is interested in.

1 Did I clarify that?

2 FROM THE FLOOR: I thought that it was being
3 presented as if that was another egress and ingress to
4 your property. Can you commit to making that available
5 at this point in time?

6 MR. GREEN: We don't know what's going to be
7 developed here. The Planning Board has requested that
8 if it's required, which we don't know if it's going to
9 be required, would there be shared access capability?
10 We said, yes, we will make shared access capability
11 available here in this location in the event that this
12 project is developed and it is required by the City
13 Planning Board or the City Council.

14 CHAIRPERSON IZZO: Can you speak to one more
15 point? What is the benefit to the citizens of
16 Mechanicville to this project?

17 MR. GREEN: I've got a study that will knock your
18 socks off.

19 There are some significant positive impacts that
20 result from the tax base, the job creation and the
21 various aspects of this project.

22 Camoin Associates has done an excellent job in
23 providing us empirical data on that subject. The
24 mixed-use development, which is proposed to be built on
25 this site, will have a substantive positive impact on

1 the community. We looked at the general fund of the
2 city, the water fund, the sewer fund and the total net
3 impact to the city is some \$387,000 a year in positive
4 benefits. If you add in Mechanicville City School
5 District and the total net impact of the school
6 district, there is an additional \$195,000 per year that
7 is added to this positive benefit for a total of about
8 \$582,000 per year; a half million dollars a year in
9 positive benefits.

10 That's taking into account the negative benefits
11 that you're going to bring. That might be that you
12 might have more children here. You may have to have to
13 spend a little bit more in public safety. Your
14 ambulance corp might come out a few more times, or your
15 Fire Department might come out a couple more times. But
16 after you look at the overall cost benefit back and
17 forth, this is what we believe will be the positive
18 benefit as a result of this project. I might add that
19 it's a much smaller benefit in the Town of Stillwater.
20 Still, you have the positive benefit of \$10,700 in new
21 property taxes in the Town of Stillwater as well.

22 MS. SLEVIN: Can you also talk to the public
23 access benefit?

24 MR. GREEN: Absolutely. Right now it's an
25 industrial site. No one wants to go on that site

1 because it's dangerous. Industrial sites have trucks
2 and busses and all kinds of things.

3 A mixed-use site gives us access. It gives us
4 access to the river. It gives us an opportunity to walk
5 along the river and gives us trails, it gives us
6 passive recreation and biking. That's something that I
7 think is a major benefit to the community, as well.

8 It realizes your master plan because your master
9 plan says that you're not taking advantage of the
10 river. You're not taking advantage of those view sheds
11 that are along the river and this project does. It
12 gives you much better access for pedestrian potential.

13 We will submit this fiscal impact study and have,
14 I think, submitted -

15 MS. SLEVIN: We have submitted it and Carmen also
16 reviewed it.

17 MR. GREEN: Good. I know that in my heart that
18 this project is a benefit to the community as opposed
19 to a drain on the community. That's the bottom line.

20 MR. SEBER: Ken, can I ask a question real quick?

21 Ken, when it's all built out, the facility that
22 you're going to have over there - just the park area
23 over there in the greenspace, will that be available to
24 city residents or is that going to be restricted to
25 people that live there?

1 MR. COTLER: I'm Steve Cotler and I'm the
2 architect.

3 On the screen behind you, although it's moving
4 quite quickly, it's a walk through from North Main
5 Street and it shows the central building. When we go
6 through the beginning, it will show that that central
7 building of town central west has a big open area and
8 an arcade that welcomes the community into the site. As
9 you go through that arcade, you cross over and go over
10 into the lower area and there are shops that welcome
11 the entire community. There will be lawn areas where
12 people can picnic and watch concerts, if there are some
13 small concerts. We're looking to have a small movie
14 theater and restaurants.

15 I believe that before we talked about some of the
16 other shops, coffee shops and other types of places
17 where people can gather. It's not just the people in
18 these buildings, it's the general community also.

19 FROM THE FLOOR: Can we go back to the traffic
20 study again? I was just wondering if a traffic study is
21 inclusive of the weekends when there is really more
22 people in and out of that plaza for shopping.

23 Why couldn't we get a caution light, basically
24 with sensors to be used for a traffic light?

25 MR. WORSTED: The traffic study isn't inclusive

1 of the weekend simply because rezoning, which is the
2 first component of the project, is in comparison to
3 residential portion of it.

4 On the weekend, yeah, you're probably going to
5 have some of the shops operating and so forth but
6 you'll have a lot of residents who don't have to travel
7 to work during the day. They'll be home or running
8 errands or whatever they're doing on weekends. So, for
9 the most part we're looking at the traffic study
10 relative to the peak time of traffic outside of the
11 site on the area roadways and also the peak traffic
12 that is occurring within the site, in this particular
13 development. It's the morning peak times during weekday
14 and the afternoon peak times of the weekday when you
15 have the retail and the offices and the residential all
16 effecting the traffic at the same time.

17 With regards to the caution light: When you speak
18 in terms of putting seniors on the side road with a
19 traffic light but only on during certain times - I
20 think that's what you're indicating. A lot of times
21 there are traffic lights like that, especially when you
22 get into the rural areas where you might need that
23 traffic light from 6:00 in the morning until 8:00 or
24 9:00 at night. Really during the overnight there's
25 really not enough traffic to need a light. A lot of

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1 times the light will go on flash; yellow for the main
2 line and red for the side street.

3 In this particular area, I can't speak for the
4 city but in terms of DOT and just from an operational
5 standpoint, you wouldn't want the traffic light to just
6 come on for a couple of hours. You are kind of
7 introducing a non-consistent traffic control signal to
8 the general public where they could be driving through
9 there. Nine times out of ten the traffic light isn't on
10 but it's the one time that it is on and they're not
11 paying attention and then they just go right through it
12 because only for a couple of hours during the day or
13 that time period it happens to be on.

14 So, if you're going to put in a traffic signal,
15 it's better to have it in and turned on for those
16 daylight hours, if you will, as it certainly will be
17 more needed than during the off-peak.

18 There are some situations where there are traffic
19 lights and most often they are handled by traffic
20 control officers. The example that comes to mind most
21 recently is that when you have a school, really you
22 don't have lots of traffic coming out of the school
23 because it's all in the morning and then it's all in
24 the afternoon. The rest of the time there isn't really
25 a lot of traffic. So, a similar example would be having

1 that light on in the morning for an hour and maybe an
2 hour in the afternoon. Oftentimes a police officer
3 would come out, if a school has that big of an issue,
4 to help.

5 To answer your question: we don't feel that this
6 location would warrant putting in a traffic signal when
7 it would only be operating a couple of hours a day.

8 MR. IZZO: I have a question. There was a rumor
9 about a roundabout being considered for that area. Is
10 that a rumor or has that been discussed?

11 MR. WORSTED: It hasn't been discussed in the
12 presence of the project that we're looking at. I do
13 believe that there is a long-term study of the
14 Mechanicville area that CDTC is working on. I do
15 believe that they may have a long-term recommendation
16 for a roundabout, eventually, at the intersection of
17 North Main Street and Route 67, Price Chopper and
18 potentially at Route 67 and Central Avenue. However, I
19 don't know what the recommendations are of that study.
20 It is in a draft form that is being circulated to a
21 review team, but it hasn't been put out to the public
22 for review yet. I can't really speculate on what the
23 recommendations of that study will ultimately be.

24 CHAIRPERSON IZZO: Before I turn things back over
25 to the Mayor, I'd like to thank the citizens for coming

1 forward and sharing your views of this project and I
2 also want to thank the developers for putting up with
3 us the last few weeks. We appreciate hearing from you,
4 too.

5 On that, I'm going to ask the board what they
6 think.

7 MR. NAMM: Actually, I think the focus is really
8 on the rezoning issue so I'm going to reserve my
9 questions on the actual site plan review for the
10 future.

11 CHAIRPERSON IZZO: Joel?

12 MR. DEPEAUX: I did have one question that I
13 asked earlier and I believe that it was going to be
14 addressed today. It was about the demolition and the
15 traffic.

16 During the demolition, how is that going to
17 affect the additional traffic and then removing the
18 debris? How is that going to affect the traffic coming
19 in and out at that period of time? I don't know if this
20 is a good time to address it.

21 MR. WORSTED: I can't speak too much to the
22 demolition because I'm not really familiar with how the
23 building will be taken apart and the components of it.
24 I imagine that they have a lot of steel in there so I'm
25 sure it will be taken apart somewhat in an organized

1 fashion and chopped up into manageable pieces and
2 hauled off in some type of dump truck or tractor
3 trailer.

4 MR. DEPEAUX: I'm thinking to myself that if
5 you've got something like that going on, you're going
6 to have constant flow of traffic coming in and out. I
7 don't know whether you can address that now or not.

8 MR. OSTERHOUDT: I think I can take it from here,
9 Ken.

10 What we're looking at for the demolition right
11 now - a lot of this building is brick - a very thick
12 brick wall structure underlying the metal of the
13 existing warehouse. A lot of that material is going to
14 be used on-site for fill material. We have a
15 construction manager on our project team that we've
16 been working with him regularly.

17 Part of the demolition process will involve
18 crumbling or grinding down that brick into a suitable
19 size material and that's going to handle a lot of the
20 debris from the demolition. Obviously that will have to
21 be transported off-site and disposed of properly. There
22 will be truck traffic associated with that in
23 accordance with DEC regulations. We'll have stabilized
24 construction entrances. We'll be responsible for
25 maintaining control on the site and all of that will

1 have to be monitored as construction progresses. Those
2 will all be addressed in our stormwater pollution
3 prevention plan and as we progress things forward with
4 the rest of the project, we will be addressing any
5 other concerns that later arise. We will be working
6 with the town's consultants and handle any issues like
7 that that come up.

8 MR. GREEN: Actually when you think about the
9 amount of trucks going into the site as a warehouse
10 today, the construction trucks that are temporary
11 during demolition will be much less of an impact than
12 the amount of trucks that are going in and out of the
13 site today as a warehouse. So, the impacts are somewhat
14 diminished as a result. The school busses that are on
15 the site have to be relocated to another location.

16 CHAIRPERSON IZZO: Sue

17 MS. PELUSO: No questions.

18 CHAIRPERSON IZZO: Gary?

19 MR. GEURTZE: Foot traffic is still a concern to
20 me. You have indicated that there really wasn't a study
21 on it. I think that there should be a study for that
22 because with the mid rise here and the additional
23 apartments that we're going to have, with the proximity
24 of Price Chopper across the street, I think that you're
25 going to see a lot more foot traffic going across

1 Route 4 that really ought to be concentrated on to see
2 what is necessary to safeguard the elderly people,
3 which many of us are approaching rapidly.

4 MR. WORSTED: Certainly, I think that's one of
5 the benefits of the project and one of the key
6 components of it. Having this mixed-use and city kind
7 of atmosphere, it promotes the feel of community and
8 being able to obviously come from the project and go
9 down to the river and also the trail that may connect
10 to the south and being able to connect and use the
11 sidewalks system in the city to be able to reach other
12 parts of the city.

13 Here (Indicating), the project site is right
14 across the street from the grocery store so you may
15 have residents who obviously only want to go grocery
16 shopping once a week and they may on their way home
17 stop at Price Chopper and then drive across the street.
18 You may have others who may enjoy walking and they go
19 out and do grocery shopping every day and just use a
20 little bag that they can carry. With that, there is
21 exercise and healthy living aspects that go along with
22 that.

23 One of the concerns that we have from that
24 standpoint would be from the CDTC and the pedestrian
25 access through those intersections.

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1 Today, you have curb cuts that lead to cross-
2 walks that are behind where the stop bar is so that you
3 have traffic that is driving through the cross-walk and
4 then they stop at a traffic light. You have curb cuts
5 that bring you down into the street, but there is no
6 cross-walk there. The two intersections in particular
7 have signals there near the site and you don't have any
8 signals that tell you when you would cross the street.

9 Obviously there would be enhancements to the
10 senior center here (Indicating) and the tower behind
11 us, but also the residents of the apartment site.

12 So, I think those are key aspects that will be
13 focused on by not only the Planning Board, but also the
14 larger study groups that the pedestrian connection is
15 not just from this area, but also to other areas of the
16 city.

17 CHAIRPERSON IZZO: Dick?

18 MR. DELANEY: I don't have any other questions at
19 this time.

20 CHAIRPERSON IZZO: Larry?

21 MR. CASE: I don't have any questions at this
22 time.

23 CHAIRPERSON IZZO: Should I close the meeting and
24 then turn it back over to the Mayor?

25 MR. SERBALIK: You adjourn your meeting.

1 MAYOR SYLVESTER: Before you do that, Mary Grace,
2 We can't vote on this until we get the SEQRA. Does the
3 board think that this is a good move for us to make,
4 that we do this mixed-use change?

5 CHAIRPERSON IZZO: I speak for myself and I would
6 like to take a vote on it. I would like to see the
7 project move forward. Obviously we don't have all the
8 information. We certainly have heard more tonight than
9 we have previously. My recommendation to the board
10 would be that we recommend that the project continue
11 and that the city support it.

12 MAYOR SYLVESTER: Right, support to make our
13 change.

14 CHAIRPERSON IZZO: Can someone put that into a
15 motion please?

16 MR. DEPEAUX: I make the motion that we accept
17 the variance and the zoning regulations and accept it.

18 MR. GEURTZE: I second that.

19 CHAIRPERSON IZZO: All in favor?

20 **(Ayes were recited.)**

21 CHAIRPERSON IZZO: Opposed?

22 **(There were none opposed.)**

23 CHAIRPERSON IZZO: So we'll close everything at
24 the same time.

25 Mary Beth, there were a lot of other questions

1 that were asked. I see that you wrote some down. Can
2 you start addressing some of those?

3 MS. SLEVIN: Certainly although I think that
4 thanks to the Chairwoman, there is not too much left,
5 but we'll go through it.

6 There were a number of discussions about traffic
7 and about pedestrian access. I believe that we
8 addressed the issue of phasing of the project.

9 We did talk about fire, rescue and police and
10 emergency services. I believe that Rob also reviewed
11 the issue of whether there would be hook-ups and water
12 in the back and whether there was going to be a traffic
13 light at the exit. We talked a bit about the zero
14 setbacks. We can talk about that again,

15 The zero setbacks were proposed as a mechanism
16 that really is consistent with mixed-use zones that
17 many municipalities are looking at. It's viewed as a
18 traffic calming mechanism to bring the building up to
19 the street to promote the creation of a streetscape
20 with respect to the particular project. The idea is to
21 create an inviting environment which allows persons
22 within the project and about the project to have a
23 feeling of being welcomed into it.

24 Steve Cotler describes that we actually have a
25 promenade that goes through the center of the project

1 to invite folks in. The zero setback is really part of
2 that whole scene. The project hasn't been designed to
3 utilize the zero setbacks and in fact we have setbacks
4 between five to ten feet with the minimum being five
5 feet. In some spots it's a little bit larger, but the
6 idea is to create an inviting environment that does
7 provide an immediate streetscape of the downtown and to
8 provide that traffic calming mechanism as folks travel
9 along in their vehicles along side of the property.

10 We did talk about water and sewer. We talked
11 about the pump station and we will continue to review
12 those issues with the city and with the city's
13 consultants in terms of what improvements are required
14 there.

15 MR. SEBER: Mary Beth, there was a question and I
16 found it interesting.

17 Mr. Coleman related to the second pump station
18 down on Ferry Street and what impact that would have.

19 That was the question right?

20 MR. COLEMAN: Yes.

21 MAYOR SYLVESTER: We're probably looking into
22 upgrading those with the balance of the sewer money
23 that we had. I've been with Barton and Loguidice and
24 we've looked at both pump houses.

25 MR. SEBER: So we'll have the opportunity to

1 upgrade those so that the problem will not be a
2 problem.

3 MAYOR SYLVESTER: We've talked to Barton and
4 Loguidice about that and we've taken pictures of
5 things. That's been in the works for a few months.

6 MR. FLETCHER: Yes, it's two steps. We're working
7 with DEC to apply the money to the two pump stations;
8 the one of Ferry Street and the one behind City Hall.
9 Part of that evaluation, we're waiting for the sewer
10 report from the developer and the consultant is
11 carrying it all downstream.

12 As we talked about it at a previous meeting, it's
13 starting sewer review. What do we want to look at as we
14 go forward and not just upgrading that station for this
15 project and for what already goes but is there anything
16 else in the sewer shed that would go in this area so
17 that the station in three years, five years, one year
18 doesn't need to be upgraded again? So, it's having some
19 smart growth review of what that station needs to be
20 designed for and then it's what are the downstream
21 impacts?

22 Is the existing force adequately sized. When that
23 leads to that second pump station does that second pump
24 station have the capability to accept the flow? That's
25 all being reviewed right now and there is no definitive

1 answers on anything. What we're trying to do is tie the
2 improvements in with the rest of the sewer money if
3 improvements need to be done so that we could couple it
4 all together.

5 MR. SEBER: What we don't want to happen is have
6 someone flush a toilet in City Hall and have nothing
7 happen.

8 MS. SLEVIN: To answer your question, we
9 understand that those things are going on and we will
10 coordinate with the city. Not with just respect to the
11 review on the pump station on the site, but also on the
12 larger infrastructure that the city has because that
13 needs to be considered.

14 Mr. Coleman also asked if a copy of the plans
15 could be made available in the town's offices. We can
16 make an additional copy available if that's
17 appropriate. The City Council can tell us what their
18 preference is.

19 MR. FLETCHER: The only thing that I wanted to
20 add is about the water system. It's being reviewed as
21 part of the water system right now. The water model is
22 being developed by the city - in looking at the system
23 throughout the city and what will be evaluated as part
24 of that model and what are the impacts from this
25 project on the water system and are there any

1 improvements needed as part of the water system in
2 terms of the flow or the pressure.

3 I think the concern at this point, more than
4 anything, is due to the size of the height of the
5 buildings and the sprinkler system throughout. Will
6 there be sufficient pressure at the top of the
7 building?

8 MS. SLEVIN: Those are obviously very important
9 issues. We are working with the city's consultants to
10 review the issues of water and sewer and make sure that
11 there is going to be adequate capacity and adequate
12 pressures and that is an ongoing dialogue that we hope
13 to develop more fully.

14 That is the list of additional concerns that I
15 had. Obviously, if there is anything else from the City
16 Council, the Planning Board or the public we're still
17 available to respond to anything.

18 MR. SERBALIK: I have one question. We're talking
19 about the water hook-ups with the city and I believe
20 that it was agreed that we thought it would be a one
21 water hook-up into the project as opposed to individual
22 water meters for each of the entities or units.

23 MS. SLEVIN: I think that's one way to deal with
24 it. I'm not sure that's the definitive decision as to
25 how it's going to be handled, but we certainly will

1 work with the city to find a conclusion on that.

2 MAYOR SYLVESTER: I just want to make mention
3 that we have a water study going on with the Town of
4 Stillwater and the Village of Stillwater. We have a
5 \$356,000 grant for that and it was kind of held up.
6 We're starting back up on that project.

7 MS. SLEVIN: I believe that's the modeling that
8 Don was just speaking about. That's the model that we
9 need to look at with the city's system overall and then
10 look at the specific impacts of this project and how it
11 kind of translates into whether there is a positive or
12 negative benefit to be accommodated to make sure that
13 the infrastructure is adequate.

14 MAYOR SYLVESTER: Right and we would be doing the
15 hydrant flushing one day next week. We'll have to get
16 it out to the public. We wanted to do it this week but
17 we couldn't get it out to the public in time to notify
18 anybody.

19 MR. GREEN: I just want to make a comment. Having
20 just attended the Town of Stillwater's Planning Board
21 meeting, they did, as your Planning Board has, made a
22 unanimous positive recommendation of the rezoning of
23 their portion of the project, as your Planning Board
24 has done for your portion of the project. So they are
25 aligned similarly without divergence and both Planning

1 Boards have approved a positive recommendation.

2 MAYOR SYLVESTER: Okay, thank you.

3 MR. COLEMAN: I have just one question and it was
4 asked previously on the market analysis. Who is going
5 to be able to rent these units?

6 MR. GREEN: We have a market analysis done, Mike,
7 on this project. It looked at the various types of
8 sizes of units. We've looked at whether it should be a
9 two bedroom unit or a three bedroom unit and what the
10 sizes of those units would be. We looked at all the
11 projects in the region in terms of our completion and
12 position this project with the lion's share of its use
13 as single family, one bedroom units with a few more
14 units than the two bedroom. These studies were done by
15 parties that know this market and they've also done the
16 impact analysis.

17 MR. COLEMAN: But do you know who is going to pay
18 \$800 to \$1,300 for an apartment?

19 MR. GREEN: Steeple Chase happens to be one that
20 is very similar to this project. Their apartments start
21 at \$1,000 and they move on up and they filled up before
22 they were constructed. They have the Hudson River as a
23 beautiful view. So we believe that we will be
24 successful with this.

25 MAYOR SYLVESTER: Does anyone else have any other

1 questions that haven't been answered?

2 MR. GEURTZE: I'm asking that you consider a
3 topic that we haven't even broached and that is
4 locating several bicycle racks around the grounds
5 because I'm certain that there is going to be a lot
6 of bikers - rather than having them thrown all over the
7 lawns.

8 MR. GREEN: Good idea. It's going to cost 25
9 cents a half hour to put your bike there.

10 You're right. When we do the site plan review
11 with the Planning Board, those are the kinds of things
12 that we are going to get into in terms of where they
13 would be located and how they would be policed and
14 those kinds of things. Good point.

15 FROM THE FLOOR: I just want to make one quick
16 comment. Camoin Associates did the study for the
17 property taxes and for the school taxes, but as my good
18 friend Chris said, this will impact the amount of
19 revenue that the city receives from Saratoga County
20 sales tax. We're going to be putting in better numbers
21 into that sales tax formula, right Chris?

22 FROM THE FLOOR: Hallelujah.

23 FROM THE FLOOR: And that's going to increase the
24 sales tax revenue that the city receives from Saratoga
25 County. So that's an important fact also. I just wanted

1 to bring that up also.

2 MAYOR SYLVESTER: Anyone else?

3 FROM THE FLOOR: Right now we do get revenue from
4 that site right?

5 MAYOR SYLVESTER: Yes.

6 FROM THE FLOOR: Now we're going to take the tax
7 revenue that we're getting from that site right now and
8 it's going to disappear. They talk about maybe in five
9 years they're going to put up two buildings?

10 MR. SEBER: Hopefully in five years, it will be
11 all built out.

12 FROM THE FLOOR: If the economy - and you can
13 sell it for \$1,000 or \$1,200 a month, I guess. At first
14 we'll have two buildings. Compared to what we have now,
15 what is that going to do for my taxes?

16 MR. SEBER: Right now they're assessed at about
17 \$3,000,000. I don't know what the assessed value of
18 those two buildings will be and depending on the
19 time - - the assessment is a tricky thing because the
20 assessment changes. August 15th is technically the last
21 day so depending on when they demolish in whatever time
22 frame, it may not impact things. Clearly if they're
23 down and nothing is going up, it will have some impact.
24 I have no way of speculating on what the assessment
25 will be on those properties. When you start building

1 four, I think that quickly it will bring it back
2 certainly to the level that it currently is.

3 Remember that you're talking about a \$30,000,000
4 project. To answer your question: Could some short term
5 be some sort of negative impact in terms of assessed
6 value? Yes, but hopefully long-term is going to make up
7 for that as well.

8 MAYOR SYLVESTER: I just want to make a comment.
9 There are whole houses and apartments that go for
10 \$1,000 and \$1,200 in the City of Mechanicville. We're
11 homeowners so we don't even pay attention to that
12 stuff, but there are a few townhouses or apartments
13 that go for that in the City of Mechanicville. I don't
14 want to mention the man's name. It's his personal
15 business, but I do know that there are projects that do
16 generate that kind of income.

17 Anybody else?

18 FROM THE FLOOR: Mayor, I would just like to say
19 a couple of words. I know that the positives certainly
20 outweigh the negatives to this development. I am
21 concerned.

22 I think that the traffic is going to be a
23 problem. I know when they built the Price Chopper lot,
24 they weren't even going to put a street light up. I
25 think that we all realize right now that if there

1 wasn't a traffic light there, there would be chaos.
2 Believe me when I say that. So, I would certainly hope
3 that they look into that closer and as far as I'm
4 concerned, the project should be a go.

5 MAYOR SLYVESTER: The light in front of Price
6 Chopper is so misaligned; both when someone is coming
7 out of the parking lot and wanting to make a right hand
8 turn to go to Stillwater and someone is coming the
9 other way. This is chaos right now. Something is going
10 to be done with that.

11 FROM THE TOWN: Mayor, I do know that I walk
12 around town in the morning and when I pick up a
13 shopping cart in this lot to bring it to Price Chopper,
14 I can't walk across the street. I have to run.

15 MAYOR SLYVESTER: Like I said, it's misaligned.
16 Even the cross-walk is misaligned.

17 FROM THE FLOOR: I should mention one other thing
18 that concerns me and that's dollars.

19 I heard that the grants are going to be out there
20 and we've got to spend the money before you're going to
21 get the money from the grant. I'm just hoping that the
22 city doesn't put themselves on the hook for any money.
23 I think that should be clarified so that everybody can
24 go away from here feeling easy that the city isn't
25 going to be on the hook for any money.

1 MAYOR SLYVESTER: There is an escrow account set
2 up already. They are paying already to put the grant
3 in. Barton and Loguidice is writing the grant for the
4 city, paying legal fees and they will be putting up the
5 10% if we get the money. There is no cost to the city
6 for this project. This is a win/win situation.

7 Anyone else have anything else?

8 FROM THE FLOOR: I just wanted to know if this
9 project is developed will this lower our taxes and do
10 you know of any other plans that the city has to bring
11 some kind of business here along with this?

12 MR. GREEN: It's very prudent and with the
13 financing that's available today for these kinds of
14 projects that you do them one building at a time. You
15 can't build the whole thing, \$30,000,000 all in one
16 shot. It's too much of a risk. So, we will, over five
17 years, be building one, two three, four, five, six,
18 seven buildings over time; over five years. The funding
19 for the first building and the infrastructure and the
20 demolition of the warehouse is pretty much assured in
21 terms of having the funding to do that. It's just a
22 matter of the only risk factor of how fast these other
23 buildings will fill up in terms of tenants.

24 The second part of the question relates to: Will
25 this project have a positive impact on your taxes? And

1 to the extent that the existing warehouses sitting on
2 the taxes today - the study that was done by a third
3 party expert says that there will be more taxes
4 generated as a result of this project then will be
5 generated from the warehouse. So, whether your taxes go
6 up or down probably will have more to do with the state
7 of New York than your City Council or your school
8 district. They will have something to do with state
9 mandates and state subsidies of schools than this
10 project. The fact of the matter is that there will be
11 more tax benefit from this project than there will be
12 from the warehouse.

13 In terms of this being a catalyst, absolutely
14 already I've talked to several developers in this
15 community who have plans to buy projects, buy buildings
16 and redevelop them within the city as a result of our
17 project, as well was a result of the foundry project in
18 Malta and Stillwater. So, there is a rebirth occurring.
19 It takes time and it has to have a project to get it
20 started and move it along and that's what this project
21 does.

22 MAYOR SLYVESTER: We have other grants out for
23 different projects that the city does. We have another
24 developer in the city whose bill is almost one million
25 dollars worth of assessment on our tax rolls just down

1 the street from me. I think he's going to put eight or
2 nine houses in there. He's going to buy more property
3 down there from people that are looking to sell their
4 home and I think that's another five or six thousand.
5 So, we're getting there by baby steps.

6 FROM THE FLOOR: Will it ever get to the point
7 where our water bill and things like that will go down?
8 You have \$200 a toilet. I didn't know that going to the
9 bathroom could be that expensive. We own property and
10 we have three apartments where we live and there's \$600
11 right there for toilets.

12 MAYOR SLYVESTER: Once we get to the point where
13 we have enough money to maintain the assessment, I'm
14 looking forward to cutting that in half somewhere along
15 the line.

16 Mike, do you have a question?

17 MR. NAMM: I just wondered if the bus garage will
18 be relocated within the city.

19 MAYOR SLYVESTER: Yes, we hope.

20 MR. NAMM: So the idea is that is going to come
21 back on our tax rolls.

22 MAYOR SLYVESTER: Right.

23 MR. NAMM: So when we look at the study, she
24 probably didn't take that into consideration whereas
25 common sense would tell us that if they just relocate

1 to a different place in the city, we're still going to
2 get those taxes, plus we're going to have a positive
3 impact.

4 MAYOR SLYVESTER: And that would also be with
5 another new building - a two to three million dollar
6 building. It's a win/win situation there, too. It keeps
7 like 30 or 35 jobs in the town. These people do spend
8 money at our places in town like restaurants and they
9 buy gas here and shop.

10 Anybody have anything else?

11 MR. GROUT: Mayor, Roger Grout, business owner in
12 town; McDonalds. Maybe the second largest employer in
13 town.

14 First of all North Carolina is kicking. They're
15 up 20 points in the first half.

16 Besides that and the need to get home and watch
17 it, this is a project that we need to do. Our
18 community, our city needs more good stuff to have. It's
19 been a long time coming.

20 The question about the bathrooms - we have a
21 tremendous infrastructure issue, still. Mayor, we
22 aren't going to be able to lower the rates for awhile
23 because we have to catch up the sewers that we're
24 patching a little bit at a time. That's costing us more
25 money to patch than if we had the money to really do it

1 the right way. I think it's going to take time, but
2 this is an example of a project that's going to help us
3 do that. We need those positive things. We need to be
4 in the newspaper for the right things, which we have
5 recently because of this project. We can't go blindly
6 forward. We all need to be careful and we need to take
7 the right steps to do it from all of our perspectives
8 as residents and business people.

9 But ultimately, this is something that's going to
10 help us. It's going to help us be better and make us
11 feel better about being part of Mechanicville. We have
12 to do the right things for the people that have lived
13 here and do business here and have for a long period of
14 time.

15 I think at the same time we have to think outside
16 the box and look at this as an opportunity to help us
17 do that and help us all get to a higher level. It's a
18 good thing and if we can move forward more quickly than
19 we are and reasonably in the right way, we need to do
20 that. I think that it's up to the city to help support
21 that and the community too, as well.

22 MAYOR SYLVESTER: Anyone else?

23 FROM THE FLOOR: I have something. We're working
24 on this project and now I want to talk outside the box.

25 All of you know that we're working under the

1 stock market. Not only are we working on this project,
2 but we want to help other businesses in Mechanicville
3 with their businesses by helping them with the grants
4 and sprucing up their building. Not only are they
5 working here, but by the time the town gets through
6 we'll be in a very good position with our city. We need
7 to work together on all the projects coming up.

8 MAYOR SLYVESTER: Thank you for your efforts.

9 I'd like to say before I close the meeting that
10 if you have anything that hasn't been answered or if
11 you think of something, please e-mail it to me or send
12 it to me in writing. We have up until Friday. You can
13 call me on the phone and I'll just give you the phone
14 number to Mary Beth's and you can call her and you can
15 get it direct. If you could e-mail me or something,
16 I'll get it to them and get that question answered. I
17 don't want anybody to think that the questions haven't
18 been answered. I want you to go away from this meeting
19 happy and to think highly of this city. This is a great
20 little town in New York State.

21 I'd like to adjourn this portion of the public
22 hearing at 10:00 p.m. and go back into the City Council
23 meeting at 10:00 p.m.

24 Can I have a motion?

25 MS. REILLY: I make the motion.

1 MR. SEBER: Second.

2 Anybody opposed?

3 *(There were none opposed.)*

4 MAYOR SLYVESTER: Now I'd like to close both the
5 Planning Board meeting and the City council meeting at
6 10:01.

7 MS. REILLY: Motion.

8 MR. SEBER: Second.

9 MAYOR SLYVESTER: All in favor?

10

11 *(Ayes were recited.)*

12

13 *(Whereas the proceeding concerning the above entitled*
14 *matter was adjourned at 10:01 p.m.)*

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CERTIFICATION

I, NANCY STRANG-VANDEBOGART, Notary Public in
and for the State of New York, hereby CERTIFY that the
record taped and transcribed by me at the time and
place noted in the heading hereof is a true and
accurate transcript of same, to the best of my ability
and belief.

NANCY STRANG-VANDEBOGART

Dated April 8, 2009

Nancy Strang-VanDeBogart
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