



MONTGOMERY
C O U N T Y NY
BUSINESS DEVELOPMENT CENTER
Made of Something Stronger

Meeting Notice

TO: Board Members

FROM: Karl Gustafson Jr.

DATE: April 13th, 2026

RE: Planning Board Meeting

The regular meeting of the Montgomery County Planning Board is scheduled for Monday April 13th, 2026 at 5:30 p.m. at the Montgomery County Business Development Center, 113 Park Drive, Fultonville, NY.

Please call Karl at (518) 853-8334 between 8:30 a.m. and 4:00 p.m. if you have any questions.

cc: The Recorder
Montgomery Co. Legislature
DPW

The Leader Herald
Daily Gazette



MONTGOMERY
COUNTY
BUSINESS DEVELOPMENT CENTER
Made of Something Stronger

MONTGOMERY COUNTY PLANNING BOARD MEETING

Monday April 13th, 2026

5:30 PM – Montgomery County Business Development Center

- I. Pledge of Allegiance
- II. Role Call
- III. Adoption of Agenda
- IV. Approval of previous meeting minutes
- V. Public comments on agenda items (3 minute limit per person)
- VI. City of Amsterdam- Review Comprehensive Plan
- VII. Town of Amsterdam- Special Use Permit
- VIII. Town of Amsterdam- Site Plan Review
- IX. Town of Amsterdam- Zoning Update
- X. Town of Glen- Site Plan Review
- XI. Any other business

**Montgomery County Planning Board
Meeting Minutes
February 9th, 2026
(meeting held in MCBDC, 113 Park Drive, Fultonville)**

MEMBERS PRESENT:

Mark Hoffman, Chairman
Peter Lyden, Member
Irene Collins, Member
David Wiener, Vice Chairman
Frank Szykowski, Member
Wayne DeMallie, Alternate
Betty Sanders, Alternate

STAFF MEMBERS PRESENT:

Alex Kuttesch, Senior Planner
Karl Gustafson Jr., Grant Assistant

ABSENT:

Angela Frederick, Member
Erin Covey, Member
Frank Maphia, Member

OTHERS PRESENT:

Stan Waddle- Town of Mohawk

I. Call to Order

The meeting was called to order by Chairman Mark Hoffman at 6:31 p.m.

II. Roll Call

The roll call of board members was done by Chairman Hoffman.

III. Organization Items

There were no changes to officers of the board.

IV. Adoption of the Agenda

Frank Szykowski made a motion to adopt the agenda, Peter Lyden seconded. All members present were in favor.

V. Approval of Previous Meeting's Minutes

Peter Lyden made a motion to accept previous meeting minutes; David Wiener seconded the motion. The previous minutes were approved.

VI. Public Comment

No public comment.

VII. Town of Mohawk – Site Plan Review

Alex Kuttesch explained that this referral is a site plan review for the Herkimer diamond facility along NYS Route 5, in between Fonda and Palatine Bridge. The project is for water extraction of a spring on top of the hill. The project plans to run piping down to a large water tank at the bottom of the hill where a truck will fill up from the tank and take it to be bottled. Stan Waddle explained that the neighbors never came to the public meetings with any concerns.

Frank Szykowski made a motion to approve the referral, seconded by Betty Sanders. All were in favor.

The referral was approved.

VIII. Town of Amsterdam- Site Plan Review

Alex Kuttesch explained that this is a site plan review in the Town of Amsterdam. The applicant wants to add another building to his original site plan that consisted of a 6,000 square foot building. The applicant would like to add another same sized building. The buildings will be used as storage units. David Wiener had some concerns with the setbacks and fire hazard for trucks being able to get to all aspects of the buildings.

The board recommended that the Town get sign off from the Fire department and increase the boundary setbacks to adjacent properties or change the layout of the buildings.

David Wiener made a motion to approve, Seconded by Peter Lyden. All were in favor.

The referral was approved.

IX. Town of Mohawk- Area Variance

Alex Kuttesch explained that this referral is an area variance in the Town of Mohawk. Current zoning in the Town of Mohawk states that the setback for a building must be 60 feet. Applicant is looking for 22 feet of relief.

David Wiener made a motion to approve, seconded by Wayne DeMallie. All were in favor.

The referral was approved.

X. Other Business

There was no other business.

XI. Adjournment

Betty Sanders made a motion to adjourn the meeting at 6:00 p.m., seconded by Irene Collins. All were in favor.

Respectfully submitted,

Karl Gustafson Jr.
Economic Development Grant Assistant

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

Referral Number _____

assigned by the MCPB upon
acceptance of referral for review

This Referral must be received SEVEN CALENDAR DAYS prior to the MCPB meeting date in order for it to be placed on the agenda.

TO: Montgomery County Planning Board,
Old County Courthouse,
PO Box 1500, Fonda, New York 12068
Phone: 518-853-8334
Fax: 518-853-8336

FROM: Municipal Board: City of Amsterdam
Referring Officer: Daniel Gray
Mail original resolution to: 61 Church Street
Amsterdam, NY 12010

1. Applicant: City of Amsterdam 2. Site Address: _____
3. Tax Map Number(s): _____ 4. Acres: _____
5. Is the site currently serviced by public water? Yes No
6. On-site waste water treatment is currently provided by: Public Sewer or Septic System
7. Current Zoning: _____ 8. Current Land Use: _____
9. Project Description: Review of the City of Amsterdam's Comprehensive Plan and make any recommended changes

10. MCPB Jurisdiction:

- Text Adoption or Amendment Site is located within 500' of: _____
- a municipal boundary.
 - a State or County thruway/highway/roadway
 - an existing or proposed State or County park/recreation area
 - an existing or proposed County-owned stream or drainage channel
 - a State or County-owned parcel on which a public building or institution is situated
 - a farm operation within an Agricultural District (Incl. Ag data Statement) (does not apply to area variances)

11. PUBLIC HEARING: Date: _____ Time: _____ Location: _____

Referred Action(s)

If referring multiple, related actions, please identify the referring municipal board if different from above.

12. Text Adoption or Amendment Referring Board: Common Council
 Comprehensive Plan Local Law Zoning Ordinance Other Review and Recommend

13. Zone Change Referring Board: _____
Proposed Zone District: _____ Number of Acres: _____
Purpose of the Zone Change: _____

14. Site Plan Project Site Review Referring Board: _____
Proposed Improvements: _____
Proposed Use: _____

Will the proposed project require a variance? Yes No Type: Area Use

Specify: _____

Is a State of County DOT work permit needed? If Yes : State or County No

Specify: _____

15. **Special Permit**

Referring Board: _____

Section of local zoning code that requires a special permit for this use: _____

Will the proposed project require a variance? Yes No Type: Area Use

16. **Variance**

Referring Board: _____

Area Use

Section(s) of local zoning code to which the variance is being sought: _____

Describe how the proposed project varies from the above code section: _____

SEQR Determination

Action:

Finding:

Type I

Positive Declaration – Draft EIS

Type II

Conditional Negative Declaration

Unlisted Action

Negative Declaration

Exempt

No Finding (Type II Only)

SEQR determination made by (Lead Agency): _____ Date: _____

REQUIRED MATERIAL

Send 3 copies of a “Full Statement of the Proposed Action” which includes:

All materials required by and submitted to the referring body as an application

- If submitting site plans, please submit only 1 large set of plans, and 12 11x17 packets.
- All material may be submitted digitally as well at <http://www.mcbdc.org/planning-services/montgomery-county-planning-board-referrals/>

This referral, as required by GML §239 l and m, includes complete information, and supporting materials to assist the Montgomery County Planning Board (MCPB) in its review. Recommendations by MCPB shall be made to the Referring Body within thirty days of receipt of the Full Statement.

Daniel Gray, CED Director, 518-841-4304
Name, Title & Phone Number of Person Completing this Form

4/8/26
Transmittal Date



CITY OF AMSTERDAM

Smart Growth
Comprehensive Plan

2026

DRAFT

FEBRUARY
2026



01

Introduction

An introduction to the purpose and principles guiding this plan.



INTRODUCTION

What is this Plan?

This Comprehensive Plan is the official guide for the City’s planning efforts and decision-making over the next decade.

Purpose

The Comprehensive Plan is one of the most important policy tools a community can implement. The intention of the Comprehensive Plan is to document a community’s existing conditions, identify the community’s future vision, establish goals, and identify a roadmap for future action. The Plan’s vision, policies, and objectives serve as a guide for decision-makers and community leaders, and provide a comprehensive development framework to guide future investment.

Amsterdam’s Plan will guide decision-making in a number of areas, including:

- ✓ **Land Use and Zoning:** The Plan will guide decisions about growth and development patterns across the city.
- ✓ **Budgeting and Grant Acquisitions:** The Plan will inform the city’s annual budget and will make the city more competitive for state and federal grants.
- ✓ **Economic Development:** The Plan will identify priority areas for business growth, workforce needs, and strategies to promote economic opportunity for all.
- ✓ **Housing Strategy:** The Plan will recommend ways to provide diverse housing types and affordability levels to meet current and projected residential needs.
- ✓ **Environmental Protection:** The Plan will establish policies to protect natural resources and promote sustainability and climate resiliency.
- ✓ **Transportation Framework:** The Plan will identify opportunities for connectivity and transportation safety improvements, including options for multi-modal access.
- ✓ **Community Services:** The Plan will project community needs for schools, parks, healthcare, and other public services that support community health and well-being.

Planning Horizon

Because communities evolve over time and their vision may change, comprehensive plans should be updated to ensure that they reflect the current conditions and values of the community. This Plan serves as an update to the City’s 2003 Comprehensive Plan, reflecting the changes in values and trends that have occurred over the past two decades. The City’s 2024 Comprehensive Plan will have a planning horizon of ten years, up until 2034. This is the length of time for which the 2024 Plan is considered relevant and representative of the community. However, it is recommended that the City review the information contained in this document every one to two years in order to ensure that it is still relevant and beneficial prior to 2034.

City of Amsterdam Map

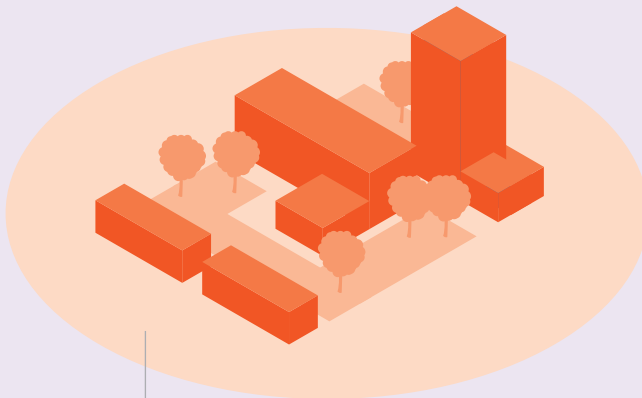


INTRODUCTION

Smart Growth Principles

This Comprehensive Plan uses Smart Growth principles to promote livable, sustainable, and equitable communities.

In alignment with the New York State Department of State (DOS) Smart Growth Program, this plan incorporates “Smart Growth” principles to promote development patterns that are environmentally sustainable, economically efficient, socially equitable, and energy resilient. Smart Growth emphasizes creating compact, walkable neighborhoods with a mix of uses and housing types, while preserving open space and natural resources. Smart Growth employs several land use planning principles to create these kinds of communities, including:



01

Mixed-Use Neighborhoods

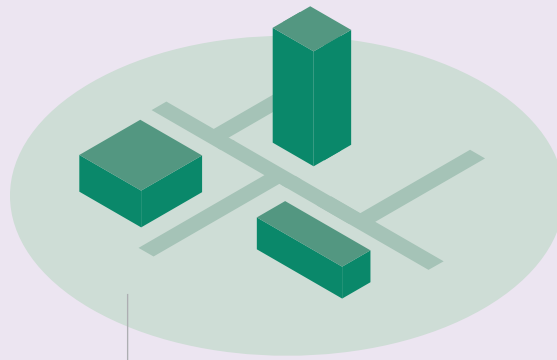
The integration of residential, commercial, and community spaces within neighborhoods creates vibrant, walkable areas where people can live, work, shop, and gather. This approach reduces car dependency and promotes more efficient use of land and infrastructure.



02

Housing Diversity

Providing a range of housing types, sizes, and price points ensures communities can accommodate residents across different income levels, life stages, and household sizes. This includes everything from apartments and townhouses to single-family homes, making neighborhoods more inclusive and economically resilient.



05

Compact Design

Concentrating development in areas with existing infrastructure promotes efficient land use and reduces the costs of providing public services. This principle emphasizes creating walkable neighborhoods with appropriate density that can support local businesses and public transit.



03

Quality Public Spaces

Designing and maintaining accessible parks, plazas, and community gathering spaces provides opportunities for recreation, social interaction, and cultural activities. These spaces should be equitably distributed throughout the community and designed with input from residents.



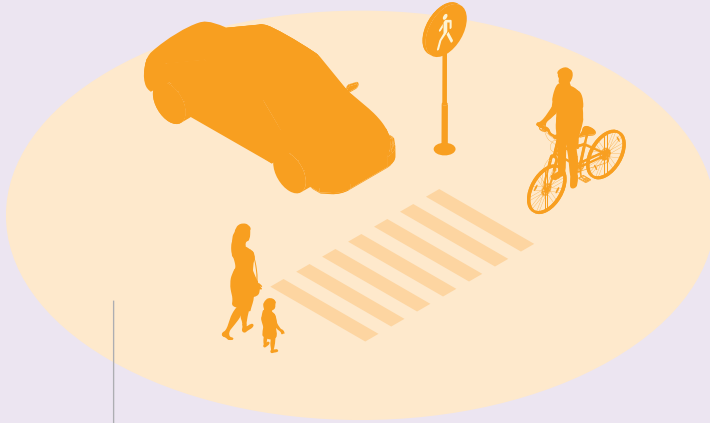
04

Strategic Infill Development

Prioritizing development of vacant or underutilized properties within existing urban areas maximizes the use of existing infrastructure while reducing sprawl. This approach particularly focuses on transit-oriented development, revitalizing areas around transportation hubs to create more connected communities.

INTRODUCTION

Smart Growth Principles



06

Multi-Modal Transportation

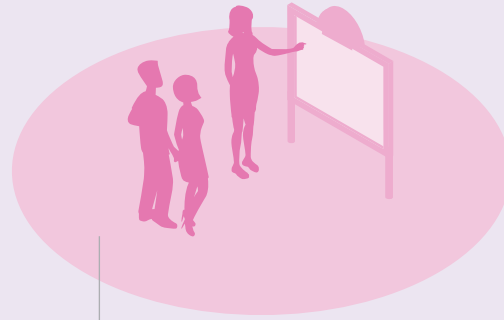
Creating comprehensive transportation networks that prioritize walking, cycling, and public transit reduces car dependency and promotes healthier, more sustainable communities. This includes implementing complete streets policies, expanding bike infrastructure, and improving public transit service.



07

Community Collaboration

Engaging diverse community members in meaningful dialogue about planning decisions through accessible public participation processes ensures plans reflect community needs and values. This requires reaching out to traditionally under-represented groups and providing multiple ways for people to participate in planning processes.



10

Placemaking

Celebrating and enhancing the unique cultural, historical, and architectural characteristics of a community creates distinctive, memorable places that residents value and visitors appreciate. This involves preserving historic buildings, promoting local arts and culture, and ensuring new development complements existing community character.



08

Sustainability & Resiliency

Incorporating climate resilience strategies and greenhouse gas reduction measures into community planning helps protect against climate impacts while reducing environmental harm. This includes using green infrastructure for stormwater management, promoting energy efficiency, and protecting natural systems that provide climate benefits.



09

Resource Preservation

Protecting valuable natural areas, agricultural lands, and open spaces through thoughtful planning and conservation measures ensures environmental sustainability and maintains community character. This includes establishing green corridors, protecting watersheds, and preserving productive farmland.

INTRODUCTION

Existing Plans & Studies

This Comprehensive Plan builds on a number of plans and studies completed across the city and region in recent years.

**01 City of Amsterdam
Comprehensive Plan**
2003

The 2003 Comprehensive Plan built upon the 1960 Master Plan's goals and strategies, expanding the Plan's guidance from infrastructure and land use to include additional elements of community and quality of life. The vision of the 2003 Plan was informed by the opportunities and risks facing Amsterdam at that time, which includes several key themes that remain relevant to the city today. This includes goals to:

- Improve Amsterdam's image and identity.
- Rebuild Amsterdam's economic foundation.
- Re-establish downtown as the community center.
- Stabilize and strengthen neighborhoods.
- Promote cultural diversity.
- Align the city more closely with the Capital Region.
- Continue investment in public transit and multi-modal transportation.

**02 Montgomery County
Hazard Mitigation
Plan**
2024

The Montgomery County Multi-Jurisdictional Hazard Mitigation Plan outlines countywide strategies to reduce vulnerability to natural hazards and strengthen long-term climate resilience. The plan identifies actions that help communities, including Amsterdam, prepare for future climate impacts, protect critical assets, and guide safer development. Key mitigation actions relevant to Amsterdam include:

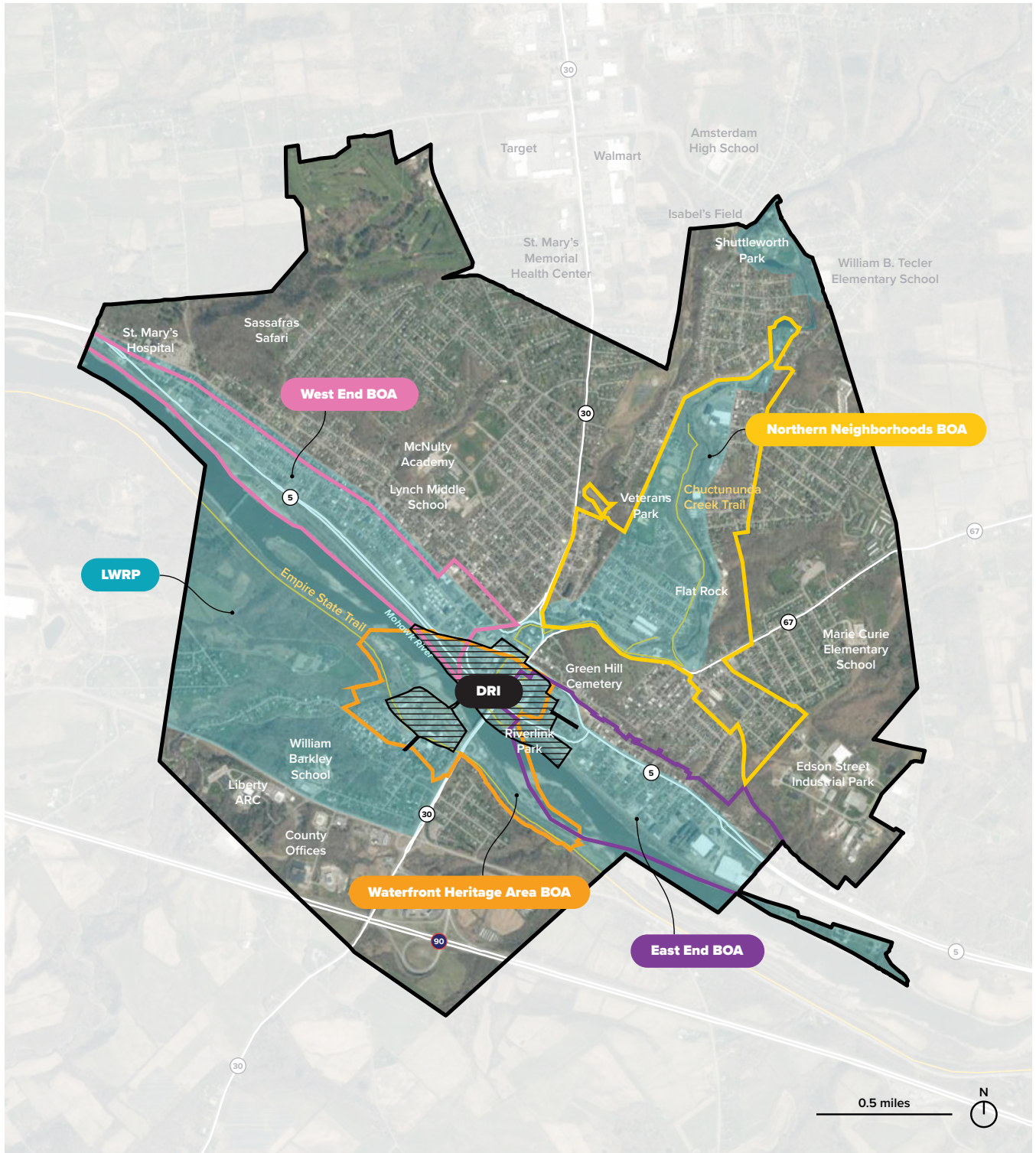
- Updating zoning regulations to improve resiliency in the 100- and 500-year floodplains.
- Pursuing funding for regional and local mitigation projects.
- Reevaluating the installation of a countywide stream gauge system along the Mohawk River and its tributaries to improve flood monitoring.

**03 West End Brownfield
Opportunity Area
(BOA)**
2024

The West End BOA Nomination Study was developed for a 158-acre area in the city's West End neighborhood, a former manufacturing center now home to approximately 22 brownfield sites. The primary objectives of the BOA study were to determine appropriate reuse options for underutilized and contaminated properties and to generate a catalog of updated information and data necessary to minimize exposure to potential contamination. The study also developed goals specific to the West End neighborhood including:

- Reconnect the West End neighborhood.
- Revive West Main Street with new businesses.
- Provide new recreational and gateway spaces.
- Improve multi-modal transportation and access.
- Expand housing choices.
- Rehabilitate the West End's housing stock and commercial spaces.

Existing Plans Map



04 Local Waterfront Revitalization Program (LWRP)

2023

The City’s Local Waterfront Revitalization Program (LWRP) is a comprehensive land and water use program that expresses a vision for the waterfront area and provides recommendations to achieve that vision. The program includes goals to:

- Continue to redevelop the areas surrounding the Mohawk River and Chuctanunda Creek as dynamic nodes of activity.
- Increase access to waterfronts.
- Increase housing supply.
- Encourage revitalization of the downtown core.
- Anticipate and mitigate future flood risks.

05 East End Brownfield Opportunity Area (BOA)

2023

The East End BOA Nomination Study analyzes and provides recommendations to revitalize the East End of Amsterdam, located between the banks of the Mohawk River and Main Street. The overall goals of the study are as follows:

- Reposition Amsterdam’s historic real estate for reinvestment.
- Improve Amsterdam’s “front door” image.
- Create amenities, connect neighborhoods, and provide recreational opportunities for residents and visitors.

06 Northern Neighborhoods Brownfield Opportunity Area (BOA)

2021

The Northern Neighborhoods BOA Nomination Study examined office, industrial/flex, retail, and multi-family residential real estate development formats to identify possible market-supported opportunities for the reuse or redevelopment of properties within the BOA Study Area. The overall goals of the study are:

- Identify market-feasible opportunities for development.
- Transform Amsterdam’s economy.
- Increase accessibility throughout the BOA and with adjacent neighborhoods.
- Revitalize and reinvigorate neighborhoods.
- Promote healthy lifestyles, tourism and recreation through the development and enhancement of parks, trails, bikeways, greenways, and open spaces.

07 Downtown Revitalization Initiative (DRI)

2019

In 2019, the City of Amsterdam received a \$10 million grant from New York State to implement a series of projects to revitalize downtown as part of the Downtown Revitalization Initiative (DRI). As part of the DRI process, a set of goals was established to promote downtown revitalization. These goals included:

- Redevelop the Mohawk River and Chuctanunda Creek.
- Leverage existing historic and cultural resources.
- Enhance public spaces for arts, cultural, and recreational activities.
- Develop key components including transportation, housing, recreation, education, employment, and community facilities to work as one.
- Create an environment that attracts and fosters economic opportunity for a diverse population.
- Provide a sustainable and diverse range of housing and other uses in the downtown core.

08 Waterfront Heritage Area Brownfield Opportunity Area (BOA)

2015

The Waterfront Heritage Area BOA Nomination Study was prepared for a 104-acre area that included portions of the city's South Side and downtown neighborhoods and the Mohawk River waterfront. This area is characterized by the presence of former mills, brownfields, and a number of vacant and underutilized sites along the waterfront. A number of goals were developed for the area including:

- Revitalize the South Side neighborhood.
- Capitalize on the area's strategic location along the waterfront.
- Create a mix of businesses and residents.
- Establish the area as a cultural heritage destination.
- Unify downtown and the South Side.

09 Mohawk Valley Cleaner, Greener Communities Sustainability Plan

2013

The Cleaner, Greener Communities Sustainability Plan identifies broad goals and specific strategies to achieve a more sustainable future for the Mohawk Valley region. The project goals include:

- Use renewable energy.
- Control sprawl to reduce housing and transportation costs.
- Invest in public transit systems.
- Build stores, schools, and workplaces near neighborhoods.
- Attract businesses to neighborhoods to create jobs and keep dollars local.
- Make walking and bicycling easy to foster healthy lifestyles.
- Reuse developed land to improve economic potential.
- Adopt clean technologies to grow a 21st century economy.
- Conserve resources to strengthen the natural environment.
- Reduce greenhouse gases.

10 NY Rising Community Reconstruction Plan for the City and Town of Amsterdam and Town of Florida

2014

The NY Rising Community Reconstruction (NYRCR) program provided the opportunity for the City of Amsterdam, Town of Amsterdam, and Town of Florida to collectively develop strategies for a more resilient future in light of the impacts of Hurricane Irene. The critical needs identified were:

- Invest in municipal offices to facilitate the continuity of government services during emergency events.
- Develop bilingual emergency alert and preparedness communication materials.
- Create permanent shelter facilities for receiving vulnerable populations and supporting satellite emergency operations during storm events.
- Protect existing healthcare facilities from potential storm impacts.
- Improve stormwater drainage infrastructure.
- Stabilize riverbanks to prevent erosion, including creating greenways and parks to serve both as resiliency infrastructure and community assets.
- Protect cultural resources in flood-prone areas.

02

Our People, Places & Past

A summary of the key physical, social, and economic factors affecting Amsterdam today.



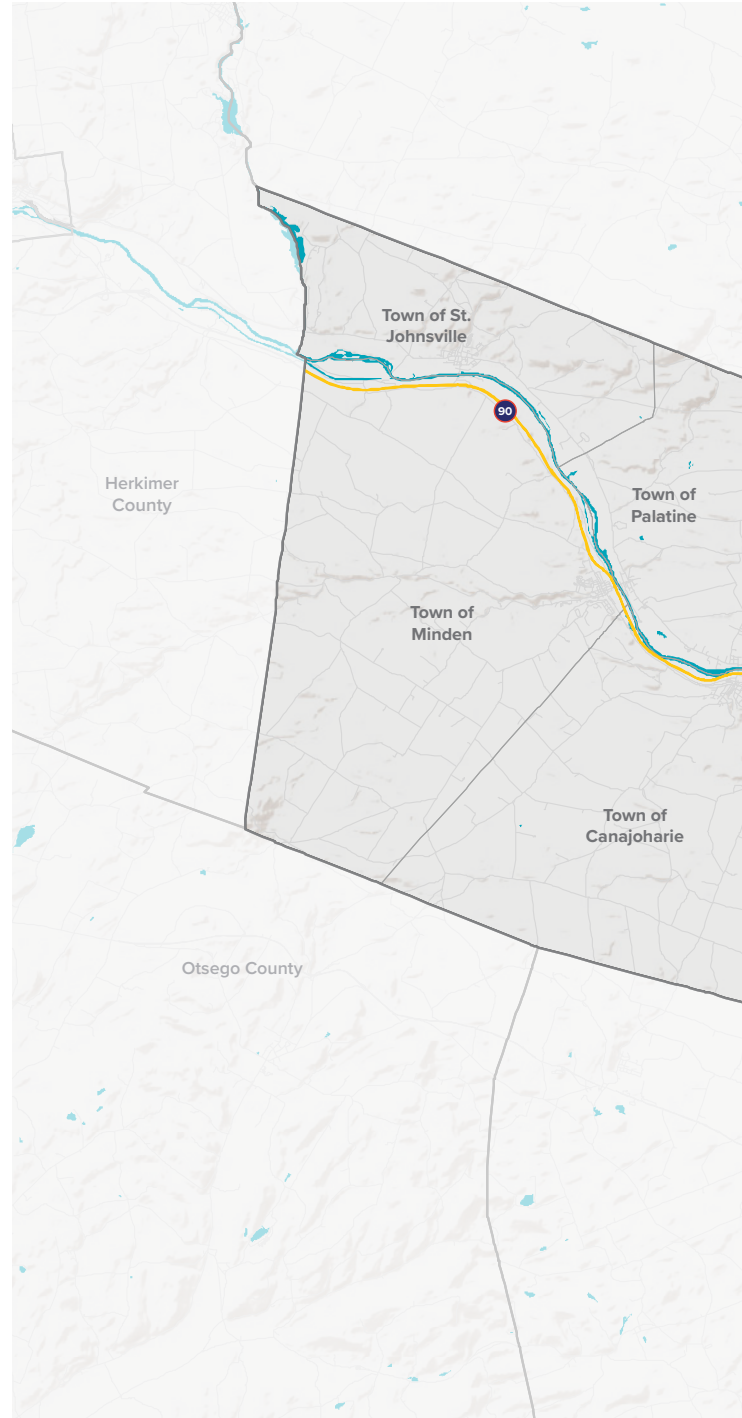
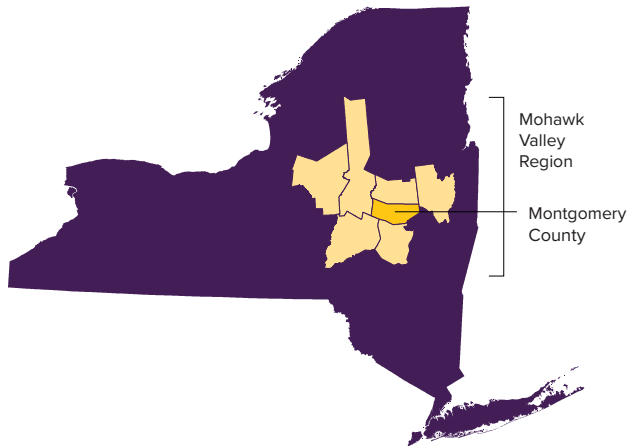
COMMUNITY PROFILE

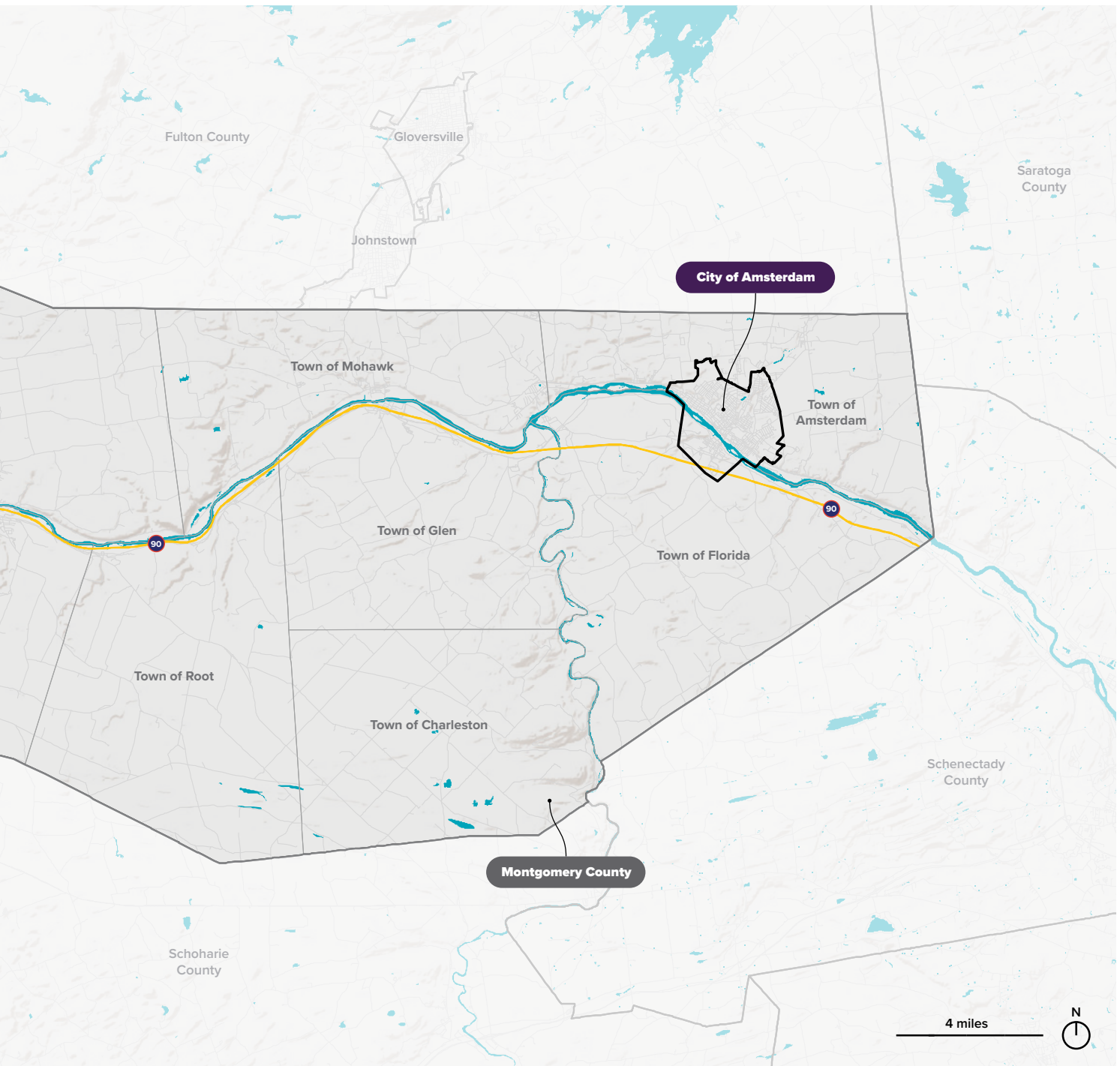
Our Location

The City of Amsterdam was shaped by its strategic location and unique geography.

Amsterdam is located in the Mohawk Valley region of New York State. In the early days, the valley's steep hills, powerful rivers, and fertile soil attracted indigenous communities and European settlers to the area. In time, the region became an agricultural center and was a strategic location during the American Revolution. The settlement that would become the City of Amsterdam developed by harnessing the power of the Mohawk River and Erie Canal for industry and trade.

Today, the City of Amsterdam is the largest population center and only city in Montgomery County – one of the seven counties in the Mohawk Valley Region. The city is bordered by the Town of Amsterdam to the north, east, and west and the Town of Florida to the south.





COMMUNITY PROFILE

Our History



Drawing of early Mohawk Valley community. Date unknown.



Market Street, Amsterdam. Circa 1905.

1700s

Amsterdam grows slowly.

Before the land that would become Amsterdam was settled by Europeans, it was inhabited for centuries by the Mohawk tribe of the Iroquois Confederacy. Dutch settlers began to arrive in the region in the 1660s and they reached what is now Amsterdam circa 1710. In these early days, the community was called Veedersburg after Albert Veeder, an early mill owner. By the next decade, waves of Scotch-Irish and German Palatine immigrants began to arrive in the Mohawk Valley region, but few settled in Amsterdam. After the Revolutionary War, Veedersburg grew very slowly, with a handful of mills, shops, and stores to support the needs of nearby farming communities. In 1804, the Town of Amsterdam was created and Veedersburg changed its name to Amsterdam.

1800s

Amsterdam rapidly expands.

The first half of the 19th-century brought rapid growth to Amsterdam. In 1830, Amsterdam was incorporated as a village and a new wave of immigrants from New England arrived. The completion of the Mohawk Turnpike in 1800, the Erie Canal in 1825, and the arrival of the railroad in 1836 improved trade and stimulated development. Soon, mills lined the Chuctanunda Creek and Amsterdam established itself as a manufacturing center for goods like brooms, knit ware, buttons, linseed oil, iron products and, most notably, carpets. At the time, Amsterdam was a destination for Irish, Italian, Polish, and Lithuanian immigrants who found work in the factories. In 1885, Amsterdam incorporated as a city and expanded by annexing several neighboring communities.



Main Street, Amsterdam. 1950s.



Main Street, Amsterdam. 2023.

1900s

Amsterdam slowly declines.

During the Great Depression, Amsterdam's factories slowed their output but did not close. The city also survived the two world wars without significant effect. However, shortly after World War II, factories in Amsterdam followed the general trend in the United States at the time and moved production to the South, where labor costs and taxes were lower. With limited jobs and opportunities available, younger generations went off to college and did not return. Amsterdam's population and tax base declined. In an attempt to draw people and business back to Amsterdam, the City and the State began a program of urban renewal and arterial roadway construction. This, however, served only to destroy much of the original fabric of downtown and had limited success in re-creating the city's industrial base.

21st Century

Amsterdam is experiencing a revival.

Like many post-industrial cities, Amsterdam is working to reinvent itself. In recent years, the city has seen significant investment, including \$10 million from New York State's Downtown Revitalization Initiative (DRI), which will fund a number of projects including extending the Chuctanunda Creek Trail, constructing a community center, and establishing a downtown improvement fund. Additional investment is going toward remediating and revitalizing brownfields across the city, including in the East End, Northern Neighborhoods, and along the waterfront. In 2023, the City updated its Local Waterfront Revitalization Program (LWRP) with new recommendations for enhancing waterfront connectivity, promoting waterfront redevelopment, and improving resiliency.

COMMUNITY PROFILE

Our People

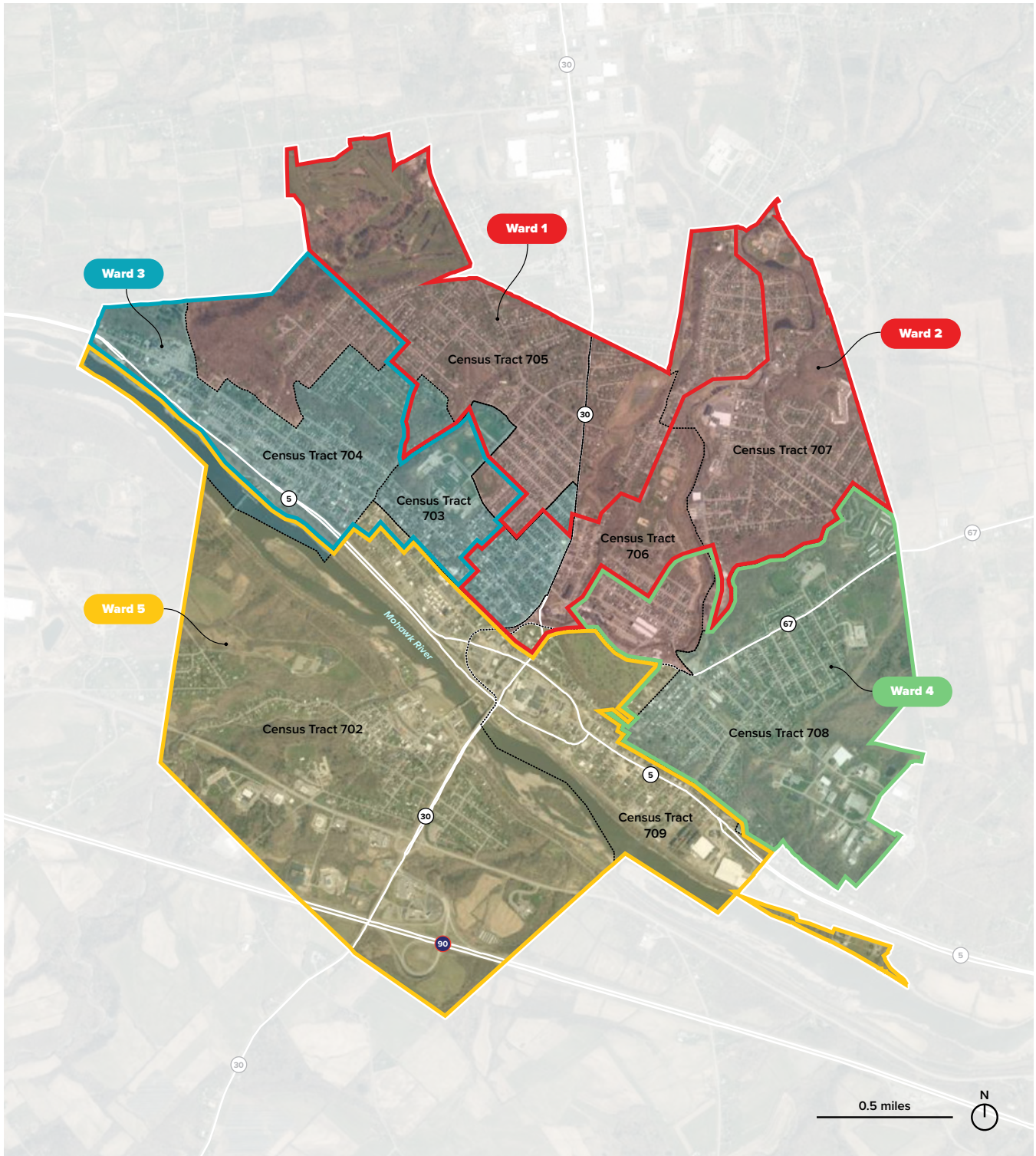
Amsterdam’s residents are an important piece of our community.

This section summarizes the City of Amsterdam’s residents, including who they are, where they live, and what they do for work. Understanding these facts about our community and how they have changed will help us make better decisions about Amsterdam’s future.

	Wards 1 & 2	Ward 3	Ward 4	Ward 5	Amsterdam	County
Census Tracts	705, 706, 707	703, 704	708	702, 709	702-709	N/A
Population	7,411	4,360	3,027	3,420	18,218	49,539
Size	2.1 mi ²	0.8 mi ²	0.9 mi ²	2.4 mi ²	6.3 mi ²	410 mi ²
<small>Median</small> Household Income	\$48,597	\$44,663	\$37,083	\$32,322	\$43,164	\$53,533
Median Age	40.5 yrs	38.2 yrs	32.7 yrs	42.4 yrs	38.3 yrs	40.5 yrs
<small>Non-Hispanic</small> White Population	70%	56%	52%	54%	60%	77%
Black Population	4%	2%	9%	12%	6%	2%
Hispanic or Latino	25%	35%	36%	33%	31%	15%
Vacancy Rate	16%	22%	22%	25%	21%	18%
Ownership Rate	63%	51%	36%	42%	52%	70%
Renter Rate	37%	49%	64%	58%	48%	30%
Pre-1940 Housing	46%	73%	48%	54%	55%	47%
Post-2000 Housing	0%	1%	4%	0%	1%	7%
Single-family Units	58%	31%	26%	26%	40%	59%
Duplexes	32%	48%	49%	46%	41%	21%

All data from American Community Survey (ACS) 2021 5-year estimates.

Wards Map



COMMUNITY PROFILE

Wards 1 and 2



Key Findings

Wards 1 and 2 exhibit strong neighborhood stability, with high homeownership rates, low vacancy, and high household incomes.

Median Household Income

Median household income is highest in Wards 1 and 2, averaging \$48,597. This is higher than the median income in Amsterdam (\$43,164), but lower than that in Montgomery County (\$53,533).

Neighborhood Stability

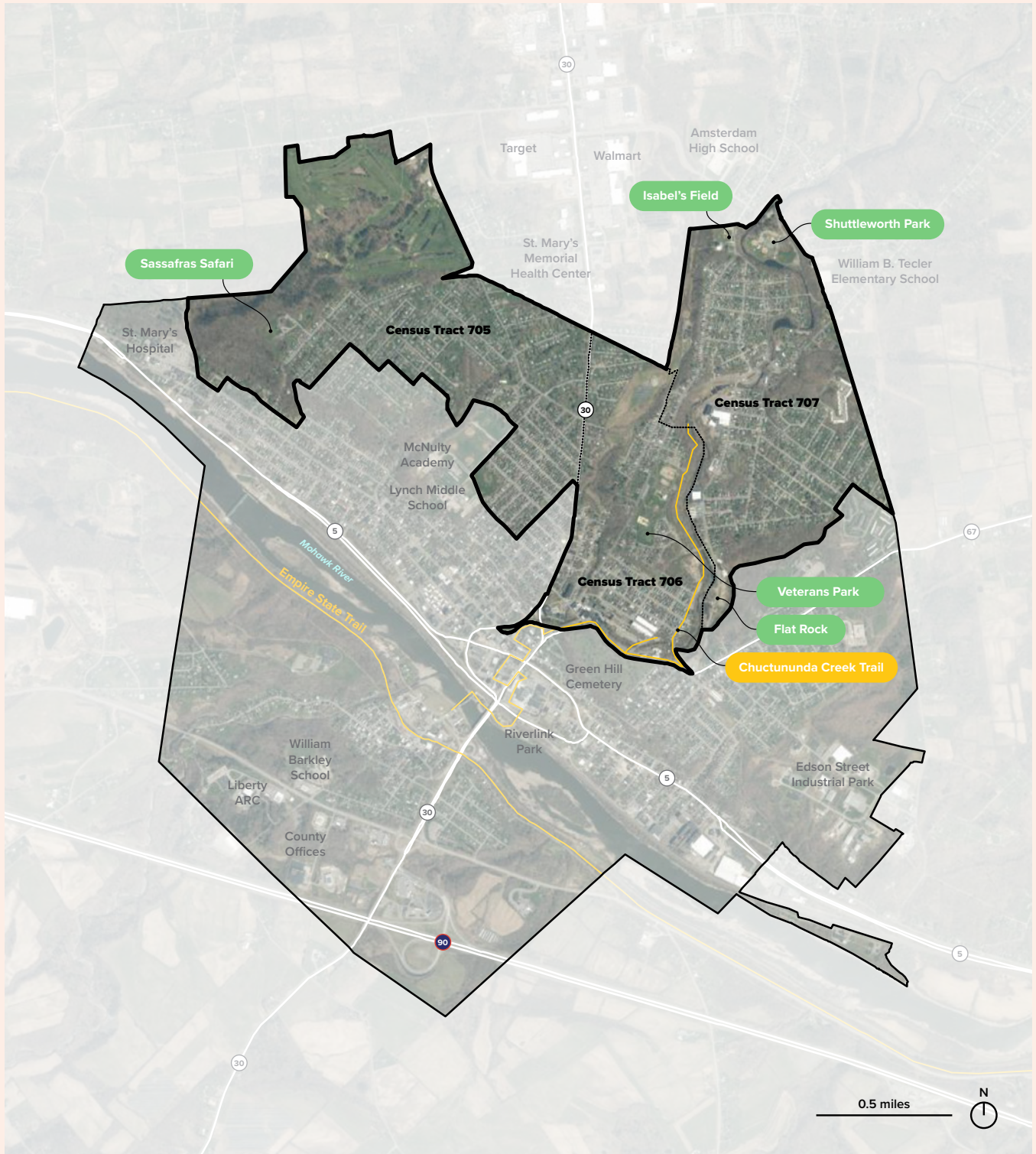
Wards 1 and 2 have the highest rate of owner-occupied housing (63%) in the city and the lowest vacancy rate (21%). In general, people that own their homes tend to stay in neighborhoods longer than renters, contributing to a stronger sense of stability and community.

Single-Family Neighborhoods

58% of housing units in Wards 1 and 2 are single-family units. Because of this, lots in Wards 1 and 2 are generally larger than lots in the other wards.

	Wards 1 & 2	Amsterdam
Population	7,411	18,218
Size	2.1 mi ²	6.3 mi ²
Median Household Income	\$48,597	\$43,164
Population under 25	32%	33%
Population over 65	16%	18%
Median Age	40.5 yrs	38.3 yrs
White Population <small>Non-Hispanic</small>	70%	60%
Black Population	4%	6%
Asian Population	1%	2%
Hispanic or Latino	25%	31%
Vacancy Rate	16%	21%
Ownership Rate	63%	52%
Renter Rate	37%	48%
Pre-1940 Housing	46%	55%
Post-2000 Housing	0%	1%
Single-family Units	58%	40%
Duplexes	32%	41%
Multi-Family Units	10%	19%

Wards 1 and 2 Map



COMMUNITY PROFILE

Ward 3



Key Findings

Ward 3 is dense and diverse, but has the oldest housing stock in the city.

Population Density

Ward 3 has the most people and the most housing units located in the smallest land area, making it the densest ward in the city. There are many duplexes and multi-family units in this ward and the lot sizes are generally smaller, which contribute to the denser neighborhood feel.

Diverse Population

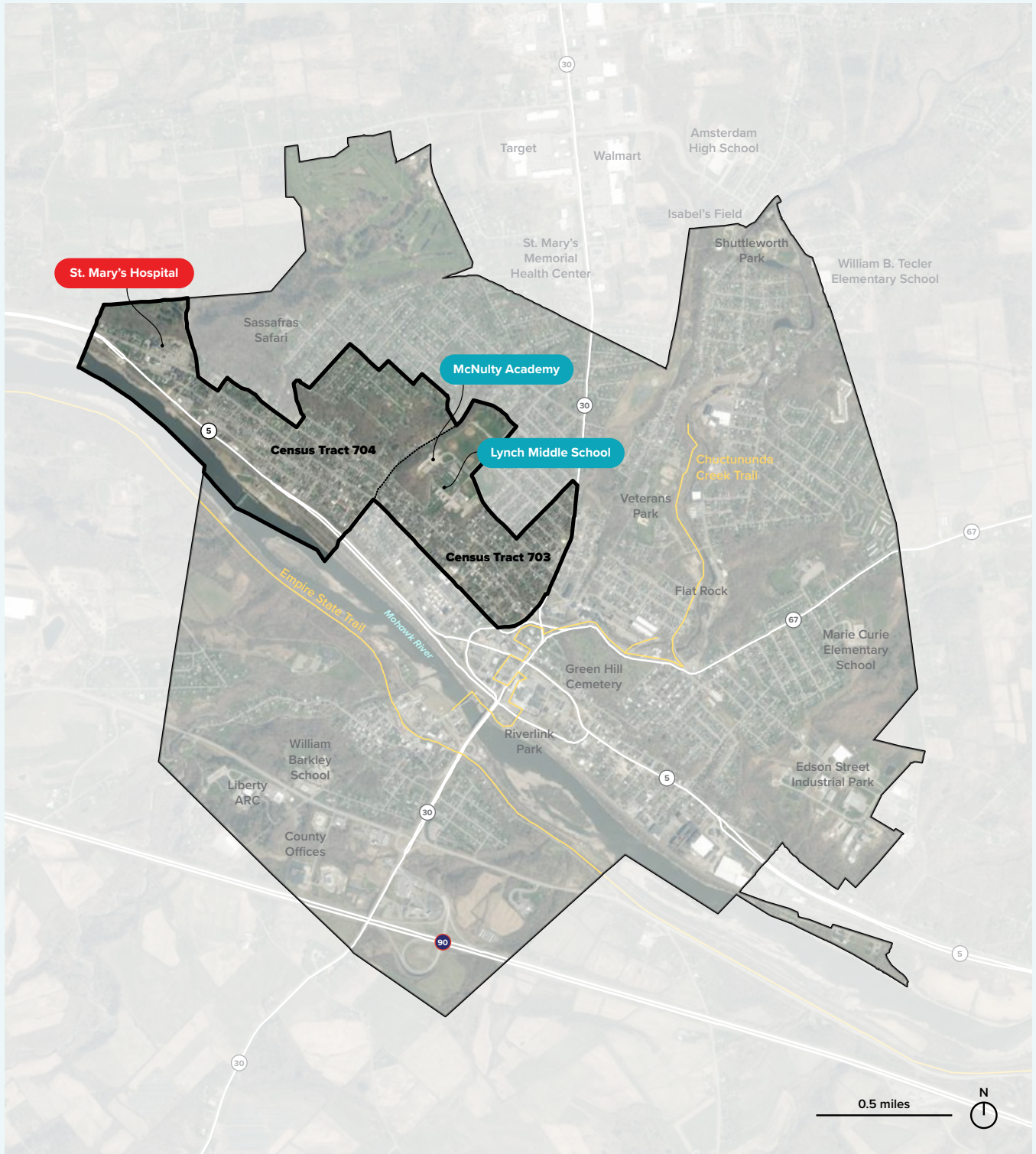
6% of Ward 3’s population identifies as Asian, a greater percentage than any other ward. In addition to this strong Asian community, there is also a strong Hispanic community with 35% of Ward 3 residents identifying as Hispanic or Latino.

Aging Housing Stock

Ward 3 has the largest percentage (73%) of its housing stock built before 1940, making the housing stock in Ward 3 the oldest in the city. The next oldest ward is Ward 5, where only 54% of housing units were built before 1940. Older housing units often require more repair and maintenance for upkeep.

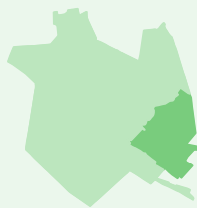
	Ward 3	Amsterdam
Population	4,360	18,218
Size	0.8 mi ²	6.3 mi ²
<small>Median</small> Household Income	\$44,663	\$43,164
Population under 25	33%	33%
Population over 65	16%	18%
Median Age	38.2 yrs	38.3 yrs
<small>Non-Hispanic</small> White Population	56%	60%
Black Population	2%	6%
Asian Population	6%	2%
Hispanic or Latino	35%	31%
Vacancy Rate	22%	21%
Ownership Rate	51%	52%
Renter Rate	49%	48%
Pre-1940 Housing	73%	55%
Post-2000 Housing	1%	1%
Single-family Units	31%	40%
Duplexes	48%	41%
Multi-Family Units	21%	19%

Ward 3 Map



COMMUNITY PROFILE

Ward 4



Key Findings

Ward 4 has a young, diverse population, with a lot of renters.

Young and Diverse Population

Ward 4 has the largest percentage of its population under the age of 25 (37%) and the median age in Ward 4 (32.7 years) is 5.5 years younger than any other ward. A younger population requires unique services like daycares and playgrounds.

Ward 4 also has the most diverse population of all wards, with almost half of residents identifying as non-white including 36% as Hispanic or Latino and 9% as black.

Mostly Renters

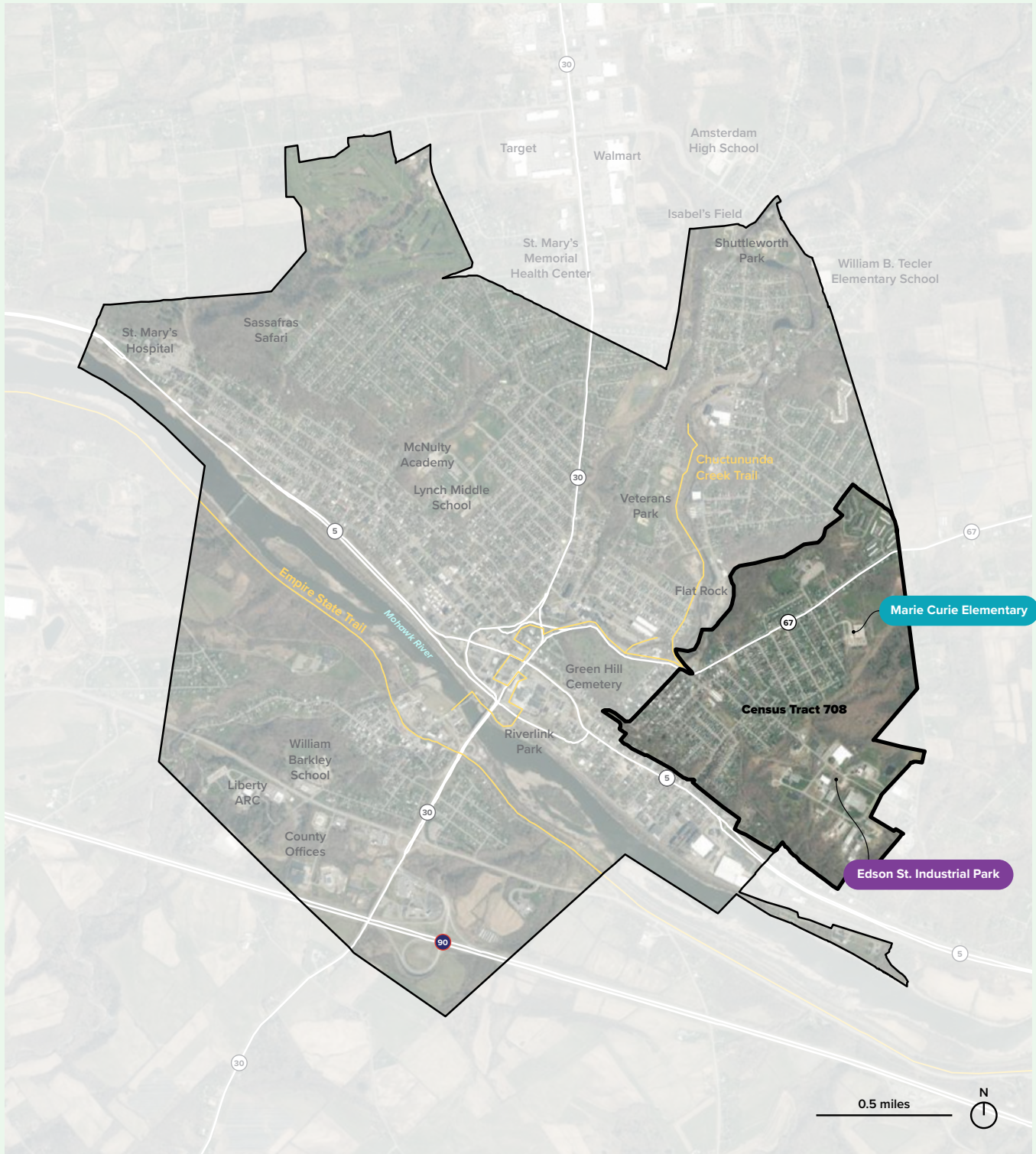
64% of housing units in Ward 4 are occupied by renters, the highest of all wards. Neighborhoods with more renters often have more turnover than neighborhoods with more owners.

Some New Housing Construction

Ward 4 is one of the only wards seeing new construction, with 4% of housing units being built since 2000.

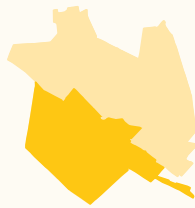
	Ward 4	Amsterdam
Population	3,027	18,218
Size	0.9 mi ²	6.3 mi ²
<small>Median</small> Household Income	\$37,083	\$43,164
Population under 25	37%	33%
Population over 65	12%	18%
Median Age	32.7 yrs	38.3 yrs
<small>Non-Hispanic</small> White Population	52%	60%
Black Population	9%	6%
Asian Population	0%	2%
Hispanic or Latino	36%	31%
Vacancy Rate	22%	21%
Ownership Rate	36%	52%
Renter Rate	64%	48%
Pre-1940 Housing	48%	55%
Post-2000 Housing	4%	1%
Single-family Units	26%	40%
Duplexes	49%	41%
Multi-Family Units	25%	19%

Ward 4 Map



COMMUNITY PROFILE

Ward 5



Key Findings

Ward 5 has some of the most varied housing options in the city, but struggles with high vacancy and low household incomes.

Median Household Income

Ward 5 has the lowest median income of the wards, averaging \$32,322. This is notably lower than the city’s median income which is \$43,164.

Aging Population

Ward 5 has the largest percentage of its population over the age of 65 (28%). Its median age is 42.4 years, the oldest of the wards.

High Vacancy Rate

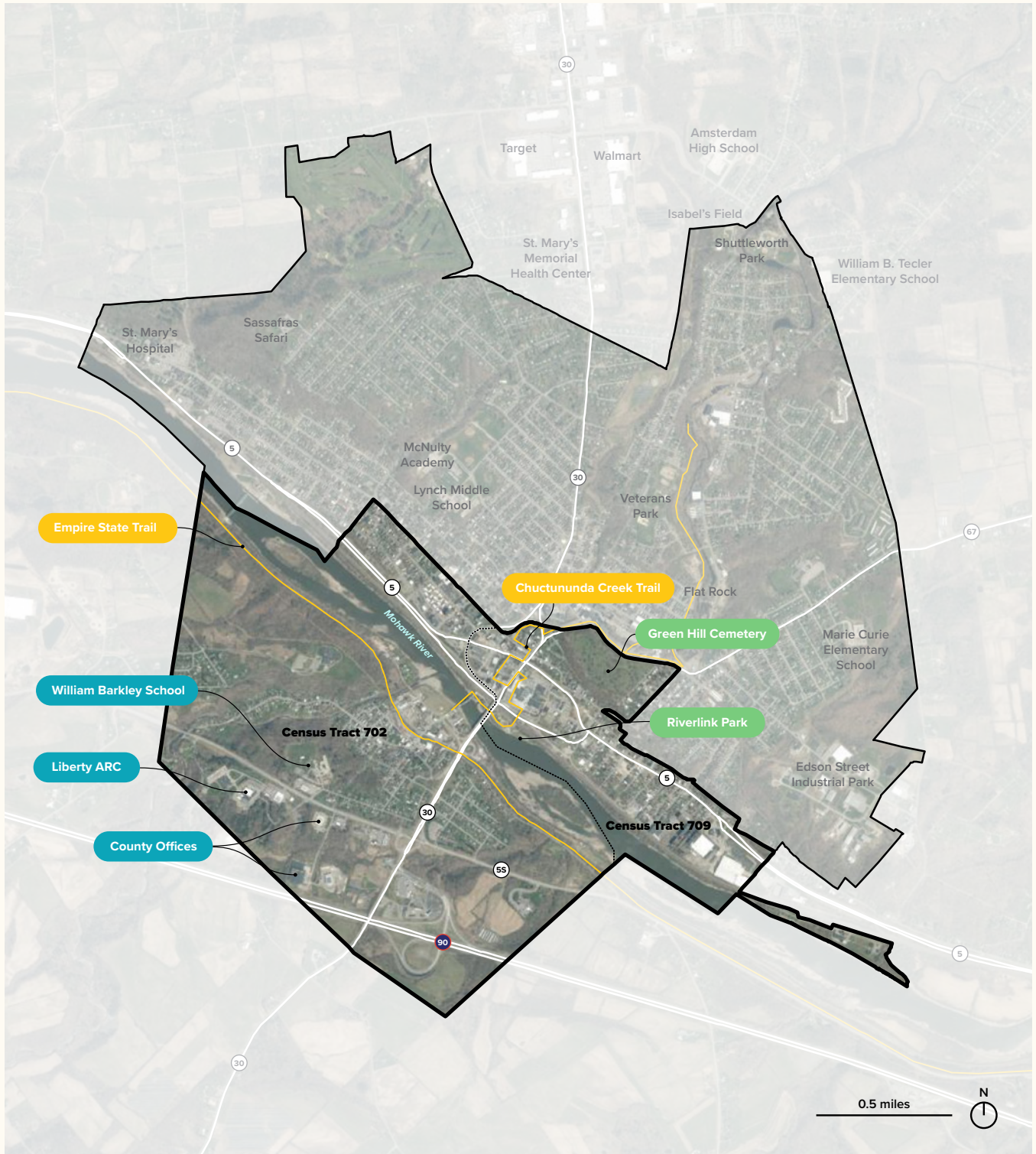
The vacancy rate for housing units in Ward 5 is 25%, higher than any other ward. Vacant housing units can negatively impact communities and contribute to blight.

Varied Housing Stock

Ward 5’s housing stock has the largest percentage of multi-family units. 29% of housing units in Ward 5 have 3 or more units, including 10% of units with 20 or more units.

	Ward 5	Amsterdam
Population	3,420	18,218
Size	2.4 mi ²	6.3 mi ²
<small>Median</small> Household Income	\$32,322	\$43,164
Population under 25	28%	33%
Population over 65	28%	18%
Median Age	42.4 yrs	38.3 yrs
<small>Non-Hispanic</small> White Population	54%	60%
Black Population	12%	6%
Asian Population	0%	2%
Hispanic or Latino	33%	31%
Vacancy Rate	25%	21%
Ownership Rate	42%	52%
Renter Rate	58%	48%
Pre-1940 Housing	54%	55%
Post-2000 Housing	0%	1%
Single-family Units	26%	40%
Duplexes	46%	41%
Multi-Family Units	29%	19%

Ward 5 Map



COMMUNITY PROFILE

Key Findings

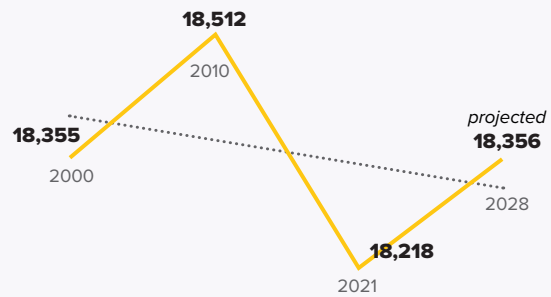
The following pages highlight several key findings about Amsterdam that should be considered as the city plans for the future.

01

Amsterdam is projected to grow.

More people are expected to live in Amsterdam by 2030.

Amsterdam’s current population is 18,218. By 2028, Amsterdam’s population is projected to increase by 1% to 18,356, reversing the declining trend in population from 2010 to 2021. Amsterdam’s projected growth is consistent with projected trends in the Town of Amsterdam and Montgomery County as well.



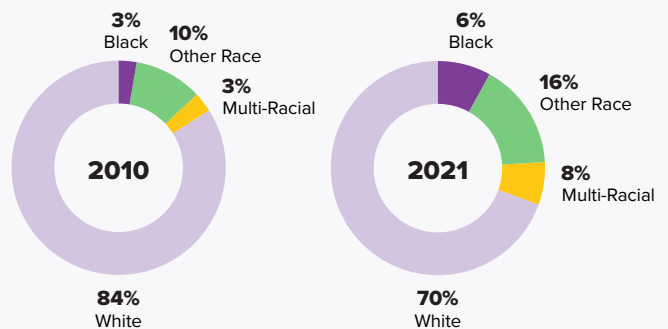
A growing population can be a boon for economic growth and cultural diversity. More people also require more services, housing, and job availability.

02

Amsterdam is becoming more diverse.

Amsterdam is experiencing increasing racial and ethnic diversity.

In the last decade, Amsterdam’s population has become more diverse. In 2021, 30% of residents identified as non-white, up from 16% in 2010. A total of 6% of residents identified as black, 16% as some other race, and 8% as multi-racial. The city also has a strong Hispanic community, accounting for 31% of residents. This is twice the rate of Hispanic residents in Montgomery County (15%).



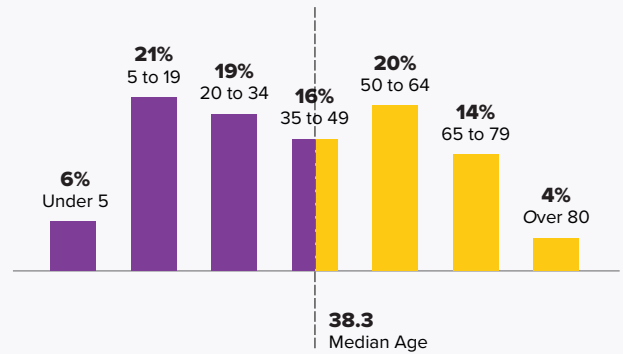
A diverse population contributes to cultural richness and economic diversity, leading to positive social impacts.

03

Amsterdam has a balanced age distribution.

Population is split among the age ranges.

With the exception of the very young and the very old, Amsterdam’s population is split relatively evenly among the age ranges. This type of age distribution is indicative of a balanced population, where birth and death rates and immigration and emigration are equal.



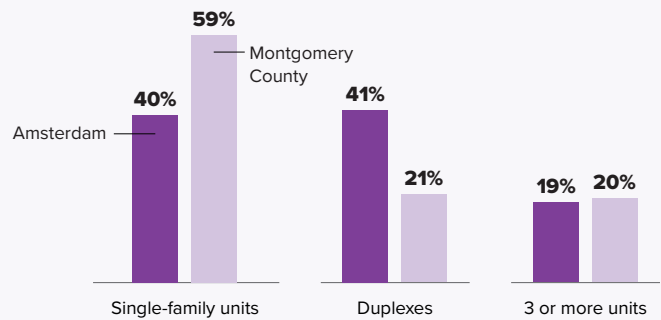
For a balanced population, it is important to provide a range of services and housing options that can meet the needs of all residents.

04

Amsterdam has various housing options.

Two-family units are the most common housing type.

The largest segment of Amsterdam’s housing stock is duplexes (41%), followed by single-family units (40%), and units with 3 or more units (19%). This is in contrast to Montgomery County, where single-family units are the majority (59%).



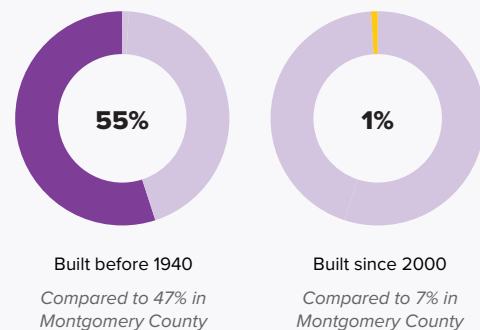
A diversity of available housing type options makes Amsterdam attractive to a broader range of potential residents.

05

The housing stock is old.

Most homes in Amsterdam were built before 1940.

More than half of the city’s housing stock is at least 80 years old or older, with 55% of housing units being built before 1940. Less than 1% of the city’s housing stock was built since 2000.



An older housing stock can bring character to a community but also brings challenges like the need for more upkeep. Older housing can also be less desirable for certain populations, like young people or those requiring handicap accessibility.

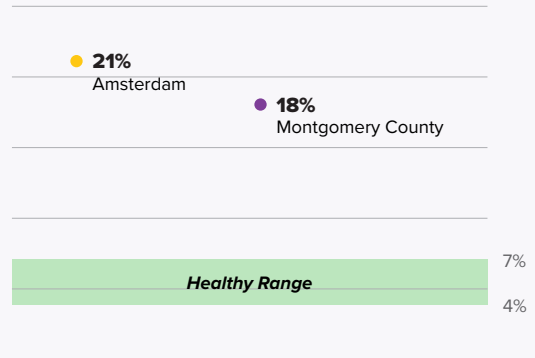
06

Residential vacancy is high.

Many housing units sit unused.

Amsterdam’s vacancy rate is 21%, greater than the 18% rate in Montgomery County, and well above the ideal vacancy rate of 4% to 7%.

High vacancy rates often indicate a mismatch in the market, where housing unit types or price points do not match consumers’ needs.



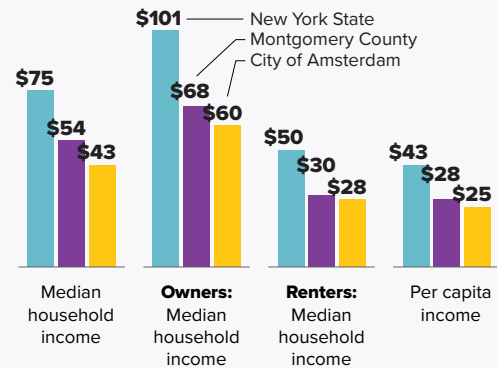
07

Household incomes are low.

Especially for renters.

Household incomes are lower in Amsterdam than in Montgomery County and New York State. Median household income for renters in the city (\$28,000) is less than half of that for homeowners (\$60,000).

Low incomes mean households spend a greater percentage of their income on housing costs and have less to spend on other goods and services in the local economy.



Income shown in thousands of dollars.

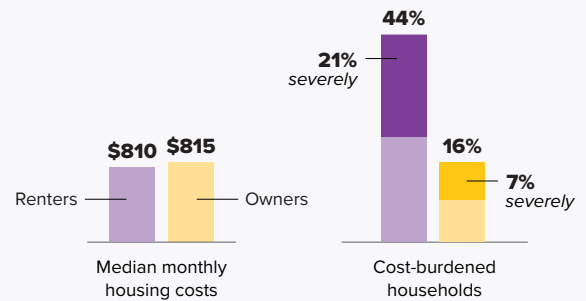
08

Families cannot afford their housing costs.

Many families are considered cost-burdened.

44% of renters in the city are considered “cost-burdened,” meaning that they spend more than 30% of their household income on rent. Almost half of these renters (21%) are severely cost-burdened, spending more than 50% of their income on rent. In addition, 16% of homeowners are cost-burdened, 7% severely.

The considerable amount of cost-burdened families in Amsterdam suggests that housing costs are not affordable for many, especially renters. A wider range of price points, particularly lower rents, can help meet the needs of all income ranges.



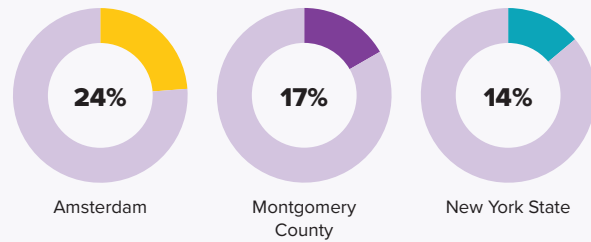
09

The poverty rate is high.

Many families in Amsterdam are struggling to make ends meet.

Amsterdam’s poverty rate is 24%, compared to 17% in Montgomery County and 14% in New York.

Poverty is an enduring issue that affects quality of life and limits opportunities for families. Expanded access to jobs, housing, and education can uplift communities and end the cycle of poverty.



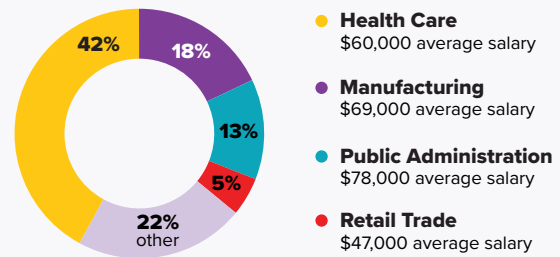
10

Good jobs are available in Amsterdam.

The top industry sectors in Amsterdam offer good paying jobs.

The top industry sectors in Amsterdam are health care (42% of available jobs), manufacturing (18%), public administration (13%), and retail trade (5%). These industries generally offer good paying jobs, with average salaries above \$55,000.

Quality job opportunities are an important piece of a vibrant economy. They help workers provide for their families, encourage spending, and also help the city attract new residents.



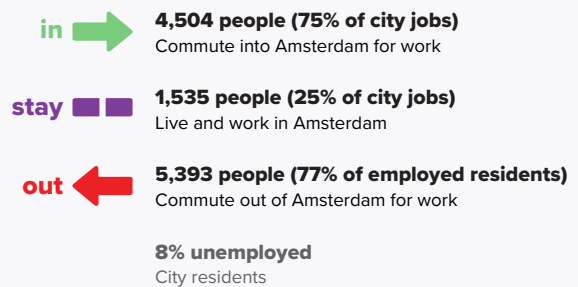
11

Access to jobs is an issue.

Many residents commute out of the city for work.

While good jobs are available in Amsterdam, only 25% of jobs located in the city are going to city residents. 77% of residents are commuting outside the city for work. On top of that, more than 8% of city residents are unemployed, compared to a healthy rate of 3% to 5%.

A large commuter population, despite good jobs in the city, may indicate a mismatch between residents’ skills and job requirements. Workforce training programs could help bridge this gap.

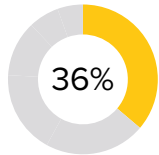


COMMUNITY PROFILE

Our Places

Amsterdam is characterized by a diverse mix of land uses, from residential and commercial properties to recreation spaces and vacant lands.

Residential

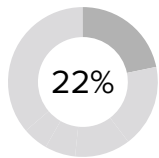


Residential land is the most prominent use within the City of Amsterdam (accounting for over 1,100 acres and 36% of total city land use). Residential areas are distributed throughout the city, with concentrations in the West End, Northern Neighborhoods, and the northern and eastern portion of the East End. Additional residential land uses are located south of the Mohawk River in the South End, near downtown.

Single-family housing makes up most of the residential land use (64.2%), with two-family housing being the second highest form of housing (25.9%). Apartments, three-family units and multi-family residences round out the remaining housing totaling 9.9%.

Key Finding: Future development could focus on expanding mixed-income housing options, particularly in neighborhoods with significant vacant land, to promote inclusive housing opportunities.

Vacant Land

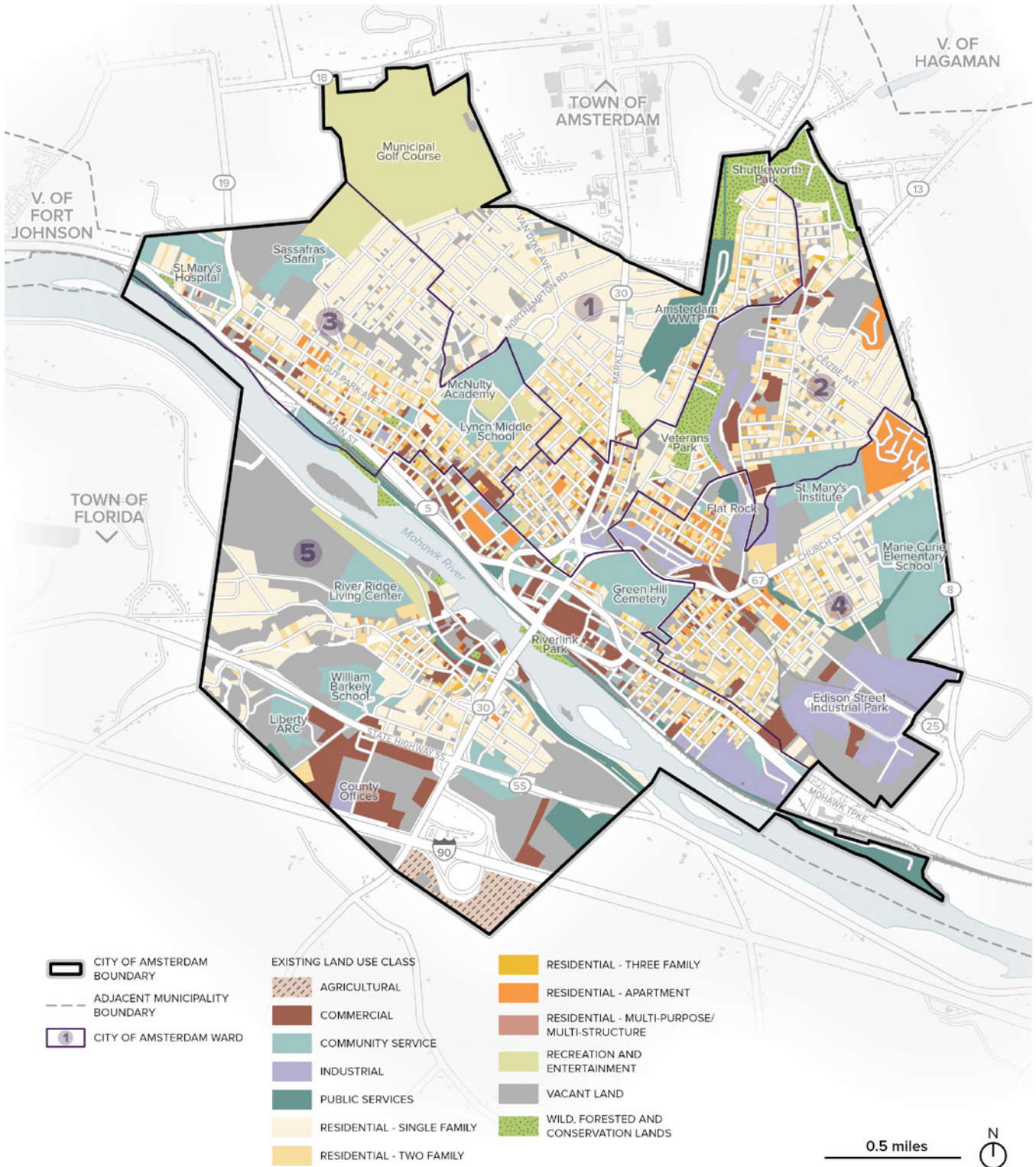


Vacant land accounts for 22% of Amsterdam’s total land use, representing a significant opportunity for infill development and revitalization. Vacant commercial and residential parcels are interspersed throughout the city neighborhoods and downtown area but the largest vacant parcels are south of the Mohawk River.

Other areas of the city with concentrated vacant land include a number of vacant properties identified in the City of Amsterdam’s Northern Neighborhoods and East End BOA studies. The East End BOA identified 29 acres, and more than 46 sites as being either brownfields, vacant, or underutilized. The Northern Neighborhoods BOA identified 40 sites as potential brownfields, vacant, or underutilized properties.

Key Finding: Appropriately sized vacant and underutilized areas may provide infill opportunities that revitalize neighborhoods and enhance the local economy.

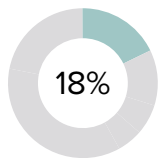
Existing Land Use Map





Commercial uses on Main Street.

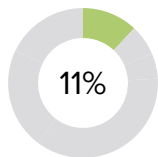
Public and Community Services



Amsterdam’s public and community services make up 18% of total city land use combined. Community services play a critical role in supporting community health, education, and well-being and include things like schools, hospitals, and nursing homes. Public services are designed to support the general public and include things like the Amsterdam Wastewater Treatment Plant.

Key Finding: As Amsterdam grows, expanding services and ensuring equitable access to these resources, particularly in underserved neighborhoods, will be essential.

Recreation



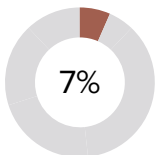
Parcels classified as recreation, public parks, conservation areas, or agricultural lands make up 11% of Amsterdam’s total land use. Notable areas include the 182-acre Amsterdam Municipal Golf Course and Shuttleworth Park, which serve as key recreational hubs.

Key Finding: In alignment with Smart Growth principles, Amsterdam should continue to protect and expand these green spaces, ensuring all residents have access to parks and natural areas.



Industrial uses on Church Street.

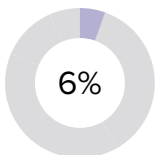
Commercial



Amsterdam has 7% of its existing land use dedicated to commercial uses. Commercial uses are primarily located near Amsterdam’s downtown corridors, including Washington, Church, Liberty, East and West Main, Front and Market Streets, among others. The city’s commercial land use is diverse and includes a variety of shops, restaurants, banks, and offices, which provide local job opportunities and goods and services for residents.

Key Finding: Future commercial development should focus on revitalizing existing structures and enhancing downtown areas with mixed-use projects.

Industrial



Industrial land uses, make up about 6% of the city’s land use. Industrial uses are primarily concentrated in the East End of the city, with a number of industrial properties in the Northern Neighborhoods as well, particularly along Chuctanunda Creek.

Key Finding: Industrial redevelopment efforts should focus on transitioning underutilized properties into innovative spaces that support job creation and emerging industries.

COMMUNITY PROFILE

Zoning

Amsterdam’s Zoning Code guides development patterns in the city by establishing standards for land use, building dimensions, and occupancy.

Zoning Districts

The city’s approach to zoning follows a clear and logical density model, promoting higher-density development near the downtown core while encouraging lower densities in outer neighborhoods. This approach helps to concentrate growth in areas with existing infrastructure and amenities.

The City of Amsterdam has seven zoning districts:

- Low Density Neighborhood:** This district is designed to support single-family detached residences along with complementary community uses, such as gardens, parks, and playgrounds, fostering a strong sense of community and a pedestrian-friendly environment.
- Medium Density Neighborhood:** This district is designed to promote a diverse range of residential types while maintaining an appropriate scale and variety of densities. It allows for higher density development compared to the outer portions of the city, supporting a more compact and urban residential environment.
- Medical Residential Neighborhood:** This district aims to balance the preservation of existing residential neighborhoods with the needs of nearby medical facilities by protecting residential character from the potential negative impacts of hospital expansions while still allowing for the continued operation, redevelopment, and expansion of medical facilities as needed.
- Downtown Core:** This district is intended to accommodate a wide variety of uses in the central business district of the city while optimizing development opportunities for mixed-uses, residential dwellings, pedestrian-oriented circulation, entertainment, and urban activity.
- Employment District:** This district is designed to support a mix of residential, public, and employment-generating uses, including commercial and research development. The primary goal of this district is to expand employment opportunities by accommodating businesses in diverse locations, offering services for employees near their workplaces, and providing integrated living, working, and shopping environments.
- Commercial Corridor:** This district is strategically designed to accommodate a variety of commercial uses, including retail, personal services, and entertainment businesses, along the city’s major vehicular corridors. By concentrating commercial activity along these key corridors, this district supports Amsterdam’s economic vitality and appeal to a broader regional audience.
- Light Industry District:** This district provides land for uses associated with manufacturing, warehousing, storage, and other intensive uses.

Overlay Zones

Amsterdam’s Zoning Code also incorporates three overlay zones that create additional regulations on top of the underlying zoning district for special purposes such as protecting sensitive environmental features or preserving historic character. Amsterdam’s overlay zones include:

- **Greenway Corridor Overlay Zone:** The Greenway Corridor Overlay Zone was an outgrowth of the 2003 Comprehensive Plan, which recommended creating a city greenway system to protect riparian corridors and provide recreation opportunities. As stated in the Zoning Code, the purpose of this overlay zone is to protect public health, safety and welfare from the effects of flooding, protect against erosion by enhancing and protecting riparian buffers, provide habitat for plants and wildlife, and preserve and protect specific areas for passive recreation, such as trails, overlooks, parks, and nature sanctuaries.
- **Historic Resources Overlay Zone:** Amsterdam has many significant historic, architectural, and cultural resources and the intent of the Historic Resources Overlay Zone is to protect these resources, foster civic pride in the accomplishments of the past, protect and enhance the city of Amsterdam’s attractiveness to visitors, and ensure the harmonious, orderly, and efficient growth and development of the city.
- **Gateway Overlay Zone:** The Gateway Overlay Zone was created in response to the 2003 Comprehensive Plan which recommended enhancing important transportation corridors and gateways into the city by improving their function and appearance. The intent of this overlay zone is to improve the appearance of major entry roadways into the city by requiring special consideration for design and aesthetic improvements during site plan review and by enhancing multi-modal accessibility of the gateway corridors through improved pedestrian, bike, and vehicular facilities.

Form-Based Code District

As an outgrowth of the Downtown Revitalization Initiative (DRI), the City of Amsterdam adopted a Form-Based Code District to guide development within the DRI boundary, which overlaps with a portion of the Downtown Core district. Upon adoption, the Form-Based Code superseded and replaced all existing zoning code provisions for the properties located within the DRI boundary, as well as lots immediately adjacent to the boundary in order to ensure appropriate transitions from downtown to the surrounding area.

The Form-Based Code regulates the physical form of the built environment in this district in order to improve the physical character and aesthetics of downtown, promote walkability and multi-modal access, protect historic resources where appropriate, and streamline permitting and approval processes for future development in downtown Amsterdam.

VISUAL DISTINCTION BETWEEN GROUND AND UPPER FLOORS

Building facade elements, such as large windows, changes in materials and colors, awnings, and window signs, help distinguish ground floors from the upper floors and reinforce a pedestrian-scale streetscape.



City of Amsterdam | Form-Based Code | Section 4.1 - Buildings

Zoning Districts Table

Zoning District	Principal Permitted Uses	Dimensional Requirements
<p>Low Density Neighborhood</p>	<p>Single-family dwelling, community park or playground, community gardening.</p>	<p>MIN lot size: 8,500 square feet MIN lot width: 80 feet MIN front setback: 30 feet</p> <p>MAX building coverage: 30% MAX height of building: 40 feet</p>
<p>Medium Density Neighborhood</p>	<p>Single-family dwelling, two-family dwelling.</p>	<p>MIN lot size: 5,000 square feet MIN lot width: 50 feet MIN front setback: 20 feet</p> <p>MAX building coverage: 35% MAX height of building: 40 feet</p>
<p>Medical Residential Neighborhood</p>	<p>Single-family dwelling, two-family dwelling, conversion of existing residential structures to a medical use if no exterior change is made, hospitals, medical offices, and dental offices, nursing home, bed-and-breakfast.</p>	<p>MIN lot size: 5,000 square feet MIN lot width: 50 feet MIN front setback: 20 feet</p> <p>MAX building coverage: 40% MAX building height: 40 feet</p>
<p>Downtown Core <i>*A portion of this district is regulated by the Form-Based Code</i></p>	<p>Single-family dwelling, two-family dwelling, second-story residential, retail, restaurants and bars, offices, artist's studio, financial institutions, child care, medical clinics, motels and hotels, park or playground, condominiums.</p> <p>By Special Permit: Multi-family dwelling, auto sales, auto service station, smoke shops, cannabis retail.</p>	<p>MIN lot size: 5,000 square feet MIN lot width: 50 feet MIN front setback: 0 feet MAX front setback: 20 feet</p> <p>MAX building coverage: 60% MAX building height: 150 feet</p>
<p>Employment District</p>	<p>*Same as Downtown Core District</p> <p>By Special Permit: Multi-family dwelling, auto sales, auto service station, smoke shops, cannabis retail, manufacture, and on-site consumption.</p>	<p>MIN lot size: 10,000 square feet MIN lot width: 80 feet MIN front setback: 30 feet</p> <p>MAX building coverage: 40% MAX building height: 40 feet</p>
<p>Commercial Corridor</p>	<p>Single-family dwelling, second-story residential, retail, restaurants and bars, offices, artist's studio, financial institutions, child care, medical clinics, motels and hotels, park or playground, condominiums.</p> <p>By Special Permit: Multi-family dwelling, auto service station, smoke shops, cannabis retail, manufacture, and on-site consumption.</p>	<p>MIN lot size: 5,000 square feet MIN lot width: 50 feet MIN front setback: 10 feet</p> <p>MAX building coverage: 60% MAX building height: 70 feet</p>
<p>Light Industry District</p>	<p>Alcoholic beverage production and sale facility, auto service station, contractor's storage yard, light manufacturing, commercial storage and retail warehouse, wholesale establishment, repair services, machine shop, equipment rentals, lumberyard, park or playground, funeral home.</p>	<p>MIN lot size: 30,000 square feet MIN lot width: 150 feet MIN front setback: 50 feet</p> <p>MAX building coverage: 30% MAX building height: 40 feet</p>

COMMUNITY PROFILE

Transportation

Amsterdam’s transportation network provides critical connections between neighborhoods, employment centers, schools, parks, and the broader region. The following section describes the city’s roadway network, multimodal assets, transit services, parking supply, and emerging mobility options, as well as ongoing investments designed to strengthen connectivity.

**Regional
Connectivity**

Amsterdam benefits from strong regional highway access. The New York State Thruway (I-90) runs along the southern portion of the city, with Interchange 27 providing direct access to Amsterdam south of NYS Route 5S. Regionally, I-90 connects the city east to Schenectady and Albany and west to Utica, Syracuse, and Western New York.

A primarily gridded street network supports local mobility. NYS Route 30 is the main north-south artery, connecting the South Side and downtown via the Mohawk River bridge. NYS Routes 5 and 67 serve as the primary east-west corridors. Route 5 (Front Street) parallels the railroad corridor and connects the West End, Downtown, and East End neighborhoods.

Within downtown, a segment of Route 5 functions as an elevated limited-access arterial. While this roadway provides efficient vehicular travel and access to Route 30 and I-90, its elevated structure also creates a barrier between downtown and the Mohawk River waterfront.

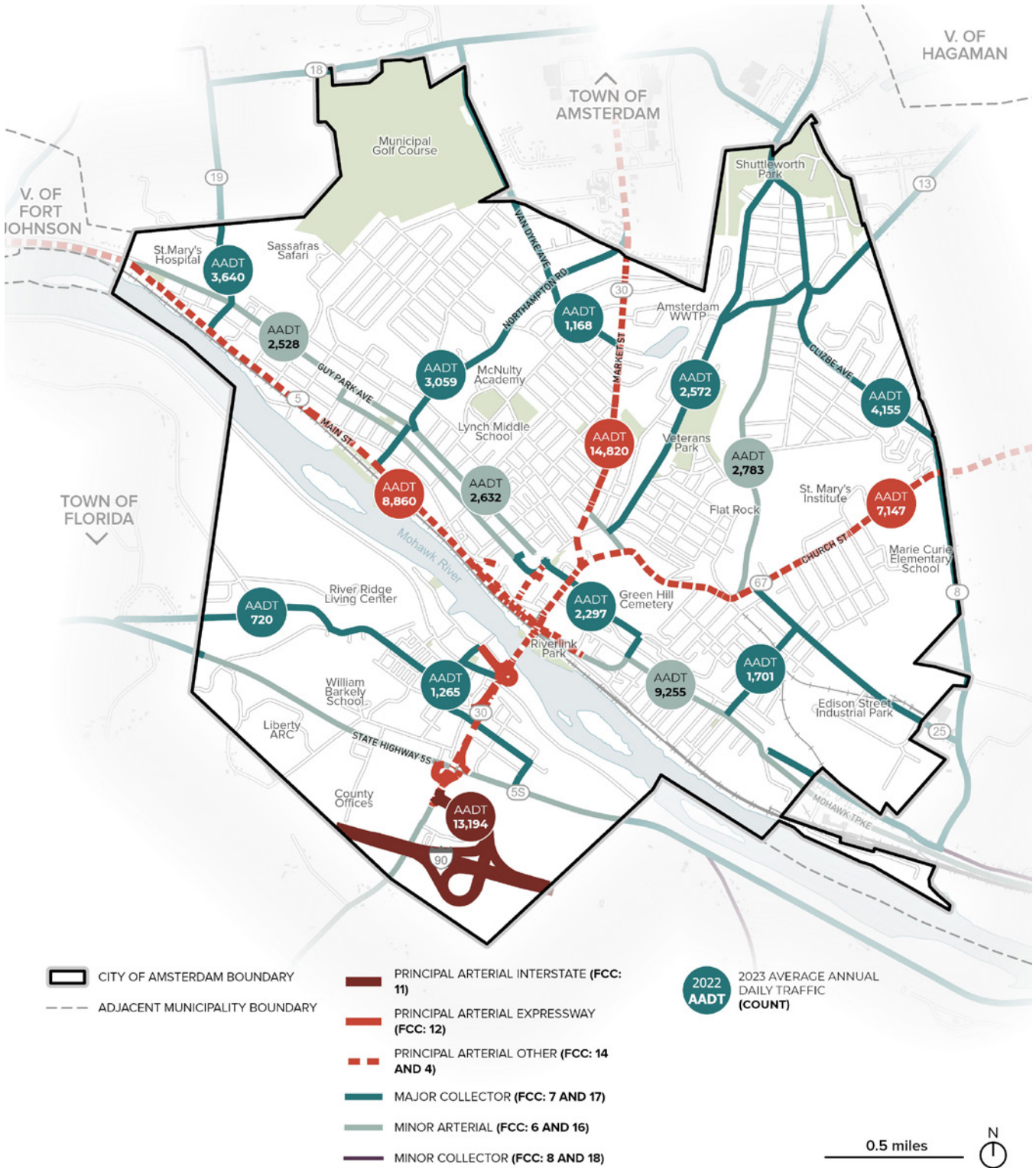
**Roadway
Network**

Amsterdam’s roadway system provides generally good motor vehicle access, with approximately 75 centerline miles and 147 lane miles of roadways (NYSDOT Local Highway Inventory). Traffic volumes are highest along Market Street (AADT 14,280), West Main Street (AADT 8,860), and near the I-90 interchange area (over 13,000 AADT).

The Mohawk River, part of the New York State Canal System, is also a key transportation and recreation asset. Lock 11 accommodates roughly 2,000 boats annually. Additionally, the Empire State Trail runs along the South Side and continues west through Montgomery County, offering long-distance recreation and nonmotorized travel opportunities.

Albany International Airport, the nearest major airport, is located approximately 35 minutes south of Amsterdam.

Transportation Systems Map



Ongoing and Planned Projects

Amsterdam is actively investing in transportation improvements that enhance safety, accessibility, and multimodal connectivity. The Downtown Gateway and Complete Streets initiatives aim to modernize Amsterdam’s key commercial corridors with new sidewalks, updated lighting, landscaping, traffic-calming features, and enhanced pedestrian and bicycle accommodations. These efforts focus on East Main Street, Main Street downtown, and Bridge Street.

The Downtown Revitalization Initiative (DRI) also identifies several transportation-oriented projects, including extending the Chuctanunda Creek Trail, improving access to the MVGO Bridge, and reconfiguring a section of Route 5 within the DRI boundary to strengthen linkages between neighborhoods, downtown, and the waterfront. Together, these projects advance the city’s goals for improved connectivity, walkability, and public realm enhancements.

Key Finding: Major investments—through DRI, Complete Streets, and gateway enhancements—are already transforming Amsterdam’s transportation network and strengthening multimodal access.

Sidewalks & Pedestrian Access

Sidewalks connect Amsterdam’s neighborhoods to downtown, schools, bus routes, parks, and waterfront destinations. While sidewalks are common in the downtown core and adjacent areas, many residential neighborhoods lack sidewalks or safe pedestrian crossings, particularly along busy corridors. These gaps restrict mobility for residents without reliable vehicle access and limit opportunities for walking and bicycling.

The Northern Neighborhoods BOA Nomination Study recommends a Transportation and Access Study focused on heavily traveled corridors and dense residential areas. The study would help establish complete streets standards and guide future transportation investments. A public engagement process is recommended to ensure that improvements reflect resident needs.

Key Finding: Sidewalk gaps limit safe and reliable pedestrian access, especially in neighborhoods with limited vehicle availability.

Sidewalks & Pedestrian Access

Public transportation in Amsterdam is provided by the Capital District Transportation Authority (CDTA). The network includes regular bus routes, express service, bus rapid transit connections, on-demand FLEX service, bike share (CDPHP Cycle!), electric car share (DRIVE), seasonal trolley service, park-and-ride lots, and STAR paratransit service for individuals with disabilities. Primary routes serving Amsterdam include:

- **Route 600 – Church Street / Clizbe Avenue Corridor**
Connects residential neighborhoods to St. Mary’s Hospital (Memorial Campus), Amsterdam Commons, Amsterdam High School, and Colonial Square Apartments.
- **Route 601 – South Amsterdam / Route 30**
Serves Bridge Street, Market Street, and Wallins Corners Road, with access to William Barkley Elementary School, Market Street businesses, Perth Plaza, and Amsterdam High School.
- **Route 602 – Amsterdam to Schenectady**
Follows Guy Park Avenue, Division Street, East Main Street, and Route 5 and serves St. Mary’s Hospital and downtown Schenectady.
- **Route 560 – I-90 Express**
Provides express service connecting downtown Amsterdam to Scotia, Schenectady, and Albany via the New York State Thruway.

CASE STUDY

Downtown Gateway & Complete Streets Initiative

Overview

The Downtown Gateway & Complete Streets Initiative represents one of Amsterdam’s most significant recent investments in walkability, safety, and public realm enhancement. The project focuses on critical entry points into the city—particularly East Main Street, downtown Main Street, and Bridge Street—and is designed to create a more welcoming, connected, and vibrant downtown district.

The project embraces Complete Streets principles to prioritize safe travel for all users, including pedestrians, bicyclists, motorists, and transit riders. Streetscape upgrades include new sidewalks, improved crosswalks, enhanced lighting, street trees, landscaping, and traffic-calming measures. Collectively, these improvements strengthen the visual character of downtown, support local businesses, and enhance accessibility for residents and visitors.

A major component of the initiative is improving the city’s primary commercial corridors to better link neighborhoods with downtown destinations and waterfront amenities. These improvements reinforce the city’s broader goals of expanding multimodal access, reducing vehicle dependency, and creating a high-quality public realm that supports economic revitalization.

Many of the concepts advanced through the Downtown Gateway project complement recommendations in the Downtown Revitalization Initiative (DRI) Strategic Investment Plan, which highlights the importance of safe, walkable streets and improved connectivity between the MVGO Bridge, Chuctanunda Creek Trail, and key community destinations.

THE DOWNTOWN GATEWAY INITIATIVE DEMONSTRATES HOW TARGETED PUBLIC INVESTMENT CAN TRANSFORM HIGH-TRAFFIC CORRIDORS INTO SAFER, MORE ATTRACTIVE, MULTIMODAL STREETS—SUPPORTING WALKABILITY, ECONOMIC DEVELOPMENT, AND QUALITY OF LIFE.



Parking

Amsterdam has access to approximately 30 parking lots, totaling roughly 350,000 square feet of parking area. Most local streets also allow on-street parking, providing convenient access for residents, visitors, and businesses.

Downtown Amsterdam includes a multi-tier parking garage attached to the Amsterdam Riverfront Center. Although currently vacant, the structure is highly visible from the city's southern gateway and represents a potential opportunity for future redevelopment or adaptive reuse.

Bicycle Facilities

Amsterdam has limited dedicated bicycle lanes, but the city benefits from the Empire State Trail, a paved off-road trail supporting both pedestrians and cyclists. The trail begins at a designated trailhead on the South Side at Bridge Street and Erie Street, with a bicycle–pedestrian gateway bridge providing direct access to downtown.

As part of the Complete Streets initiative, the City is exploring the development of a Bicycle Boulevard system. This effort includes selecting priority routes, developing outreach materials, and implementing signage and pavement markings to improve visibility and safety for cyclists.

Key Finding: While the Empire State Trail is a regional asset, Amsterdam's on-street bicycle facilities remain limited, underscoring the importance of Complete Streets initiatives.

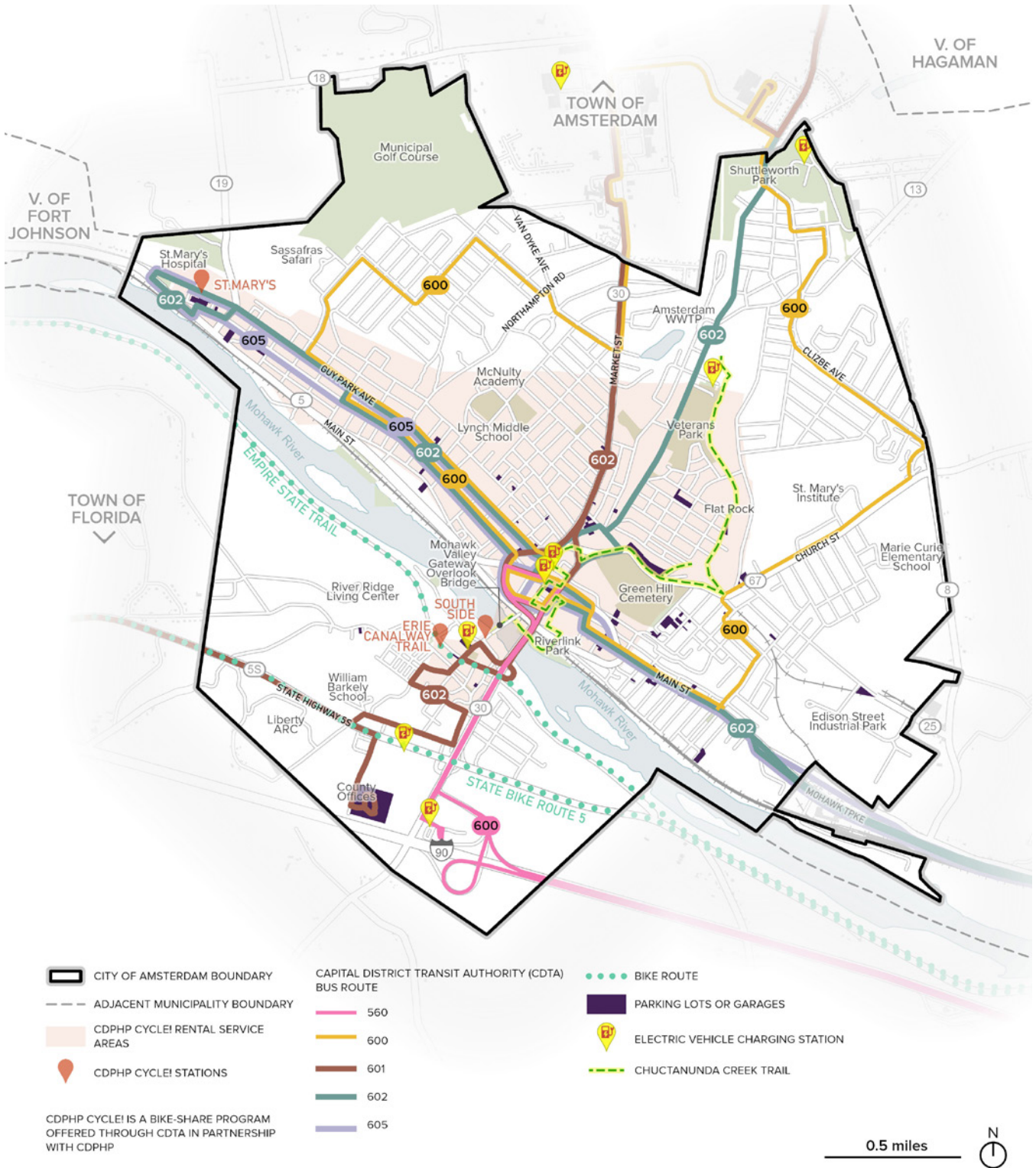
Electric Vehicles (RV) Charging Infrastructure

Amsterdam is part of an expanding electric vehicle (EV) charging network in the Mohawk Valley. Investments in EV infrastructure support statewide goals for zero-emission vehicles and increase charging access for local residents, commuters, and visitors.

The city now hosts more than 50 public charging ports (Level 2 and Level 3), located across several public and private sites, including:

- NYS Thruway Park and Ride – 1 station
- Microtel Inn & Suites – 2 stations
- Bridge Street Parking Lot – 3 stations
- Veddersburg Apartments – 2 stations
- Amsterdam Library Lot – 2 stations
- Amsterdam Public Safety Building – 2 stations
- Veterans Memorial Park (South Lot) – 5 stations
- Veterans Memorial Park (North Lot) – 5 stations
- KLV Properties, Clizbe Avenue – 2 stations
- Shuttleworth Park – 5 stations

Transportation Assets Map



COMMUNITY PROFILE

Infrastructure

As an urban center, the City of Amsterdam was designed to support a much larger population and industrial base than exists today. As a result, the city benefits from extensive utility infrastructure, including water, sewer, gas, electric, and telecommunications systems, that is currently underutilized but well positioned to accommodate future residential, commercial, and industrial growth. The following section describes existing infrastructure assets and planned investments that will help modernize and strengthen these systems.

Water & Sewer

Amsterdam's water supply originates from three impounding reservoirs located at the foothills of the Adirondack Mountains in Saratoga County. Together, these reservoirs have a storage capacity of approximately 10 million gallons and serve a broader population of roughly 21,000 residents. Current water demand is approximately 5.4 million gallons per day, well below system capacity.

Raw water enters a 24-inch transmission pipe, where it is screened, metered, and disinfected with chlorine dioxide before traveling approximately 15 miles to the City. Amsterdam recently upgraded its water filtration facilities with Trident up-flow clarification, carbon contactors, and other improvements to enhance water treatment performance. The Water Filtration Plant operates continuously and has a design capacity of 12 MGD, with an average daily demand of around 5 MGD, leaving abundant room for future development.

Similarly, Amsterdam's wastewater treatment plant has a design capacity of 10 MGD and currently operates at an average flow of approximately 5 MGD. The plant is capable of supporting new housing, industry, and commercial development without requiring major capacity expansions.

Amsterdam remains in full compliance with all State and Federal regulations, and the City reported no contaminant or turbidity violations in 2023.

Key Finding: Amsterdam's water and wastewater systems operate at roughly half their design capacity, positioning the city well for new growth and redevelopment.

State Investment in Water Infrastructure

In 2023, Amsterdam received a \$10 million clean water grant from the New York State Department of Environmental Conservation (NYSDEC) as part of a statewide \$166 million investment in water quality. This funding will support critical improvements to the city's water and wastewater systems, including modernization of outdated components, expansion of treatment capacity, and upgrades designed to protect the health of the Mohawk River. These investments strengthen long-term system reliability and environmental resilience while enhancing the city's ability to support future residential and economic development.

Gas & Electric

Electricity and natural gas service in Amsterdam are provided by National Grid, which maintains distribution infrastructure throughout the city. The utility network is supported by long-standing rights-of-way and service corridors, providing reliable energy access for homes, businesses, and industrial sites.

Tele-Communications

Amsterdam is served by a range of telecommunications providers, including Spectrum, Frontier, Verizon, HughesNet, Viasat, and T-Mobile. Broadband access is widely available through private carriers; however, municipal broadband is not currently available within the city. As demand for high-speed internet continues to increase for residents, businesses, and remote workers, communications infrastructure will remain a key consideration for future investment.

CASE STUDY

Clean Water Infrastructure Investment

Overview

In 2023, the City of Amsterdam secured a transformative \$10 million clean water grant from the New York State Department of Environmental Conservation (NYSDEC), part of a statewide \$166 million initiative to advance water quality and environmental health across New York. This award represents a major milestone for Amsterdam's water and wastewater systems and marks one of the largest infrastructure reinvestments in the city in recent years.

The funding will support a comprehensive series of upgrades to Amsterdam's water and wastewater treatment facilities. Planned improvements include modernization of aging system components, expansion of treatment capacity, and enhancements to the filtration and disinfection processes that protect public health. These upgrades will help safeguard the quality of the Mohawk River—one of the city's defining natural resources—while reinforcing the reliability of the municipal water system for current and future users.

The investment also strengthens the city's capacity for long-term growth. With water and wastewater plants currently operating at roughly half their design capacity, the planned improvements will enhance operational efficiency, extend system lifespan, and ensure that residential and economic development can occur without placing undue strain on essential infrastructure. This positions Amsterdam to support new housing, commercial redevelopment, and industrial projects for decades to come.

Beyond system performance, these improvements contribute to broader environmental resilience goals. Modernized water infrastructure reduces the likelihood of service disruptions, improves energy efficiency, and enhances the city's ability to adapt to changing climate conditions such as increased precipitation and stormwater runoff.

This state investment reflects a statewide commitment to clean water and acknowledges Amsterdam's proactive approach to upgrading critical public infrastructure. The improvements funded through this grant will help ensure reliable, high-quality water service for residents and businesses while supporting the city's long-term revitalization objectives.

COMMUNITY PROFILE

Environmental Conditions

Natural resources play a vital role in shaping the environmental health, character, and livability of the City of Amsterdam. The presence of vibrant waterfronts, natural landscapes, high-quality water resources, and clean air directly influences community well-being. The following section describes key natural resources and environmental features within the city.

Water Resources

One of Amsterdam’s most significant natural resources is the Mohawk River, which flows through the center of the city and has played a defining role in its history, industry, and identity. Together with Chuctanunda Creek, these waterways supported the mills and factories that fueled Amsterdam’s early economic expansion.

The Mohawk River spans roughly 140 miles and drains a watershed of more than 3,400 square miles before joining the Hudson River. The North Chuctanunda Creek enters the city near Shuttleworth Park, flowing south (underground in sections) before meeting the Mohawk.

Both waterways are classified as Class C waterbodies, supporting fisheries and non-contact recreation. They remain important environmental, recreational, and redevelopment assets.

Key Finding: The Mohawk River and Chuctanunda Creek are vital ecological and economic resources that continue to shape Amsterdam’s environmental and redevelopment priorities.

Bunn Creek and Auifers

Bunn Creek flows south through Amsterdam to the Mohawk River, with its northern portion designated Class A and its southern portion Class C. The creek is protected under the NYSDEC Protection of Waters Program due to its environmental significance.

Although shallow and non-navigable in many areas, Bunn Creek supports local wildlife and recreational fishing. Mapping from NYSDEC and the U.S. Geological Survey indicates the city is not located over a primary aquifer, though unconfined aquifers in some areas remain more vulnerable to contamination.

Key Finding: Bunn Creek is an ecologically important waterway with state-level protections, despite the city’s limited reliance on local aquifer systems.



Chuctanunda Creek (MP Photography)

Floodplains

FEMA identifies Special Flood Hazard Areas within Amsterdam mainly along the Mohawk River, Chuctanunda Creek, and Bunn Creek. While much of the city lies outside these areas, several flood-prone corridors contain Regulatory Floodways or 1% annual chance zones.

Citywide, Amsterdam contains 473.1 acres of mapped flood hazard areas, including 284.3 acres of Regulatory Floodway where development is limited to preserve natural function.

Key Finding: Flood risks in Amsterdam are concentrated along key waterways, making flood-aware design and land use practices essential.

Severe Weather & Climate Considerations

Amsterdam experiences a range of severe weather events, including flooding, heavy snow, ice storms, and extreme temperature, that can disrupt infrastructure and services. These events have caused road closures, power outages, drainage issues, and damage to utilities.

Climate trends indicate increasing precipitation intensity and temperature extremes, elevating risks to natural systems, transportation networks, and local economic activity.

Key Finding: Amsterdam is advancing resilience-focused planning efforts to better protect residents, infrastructure, and natural resources from climate impacts.

Wetlands

Amsterdam contains approximately 255 acres of USFWS-classified wetlands and 42 acres of NYSDEC-regulated wetlands, primarily along the Mohawk River. These wetlands provide ecological benefits such as habitat, flood mitigation, and water filtration. NYSDEC wetlands include a 100-foot regulatory check zone, requiring verification for potential development.

Key Finding: The city’s wetland systems provide critical ecological and flood mitigation functions, particularly along the Mohawk River.

Threatened & Endangered Species

Based on USFWS IPaC data, Amsterdam may host several protected species, including the Northern Long-eared Bat, Tricolored Bat, and Monarch Butterfly. A number of migratory birds protected under federal regulations may also occur within the city. No critical habitats are designated within Amsterdam.

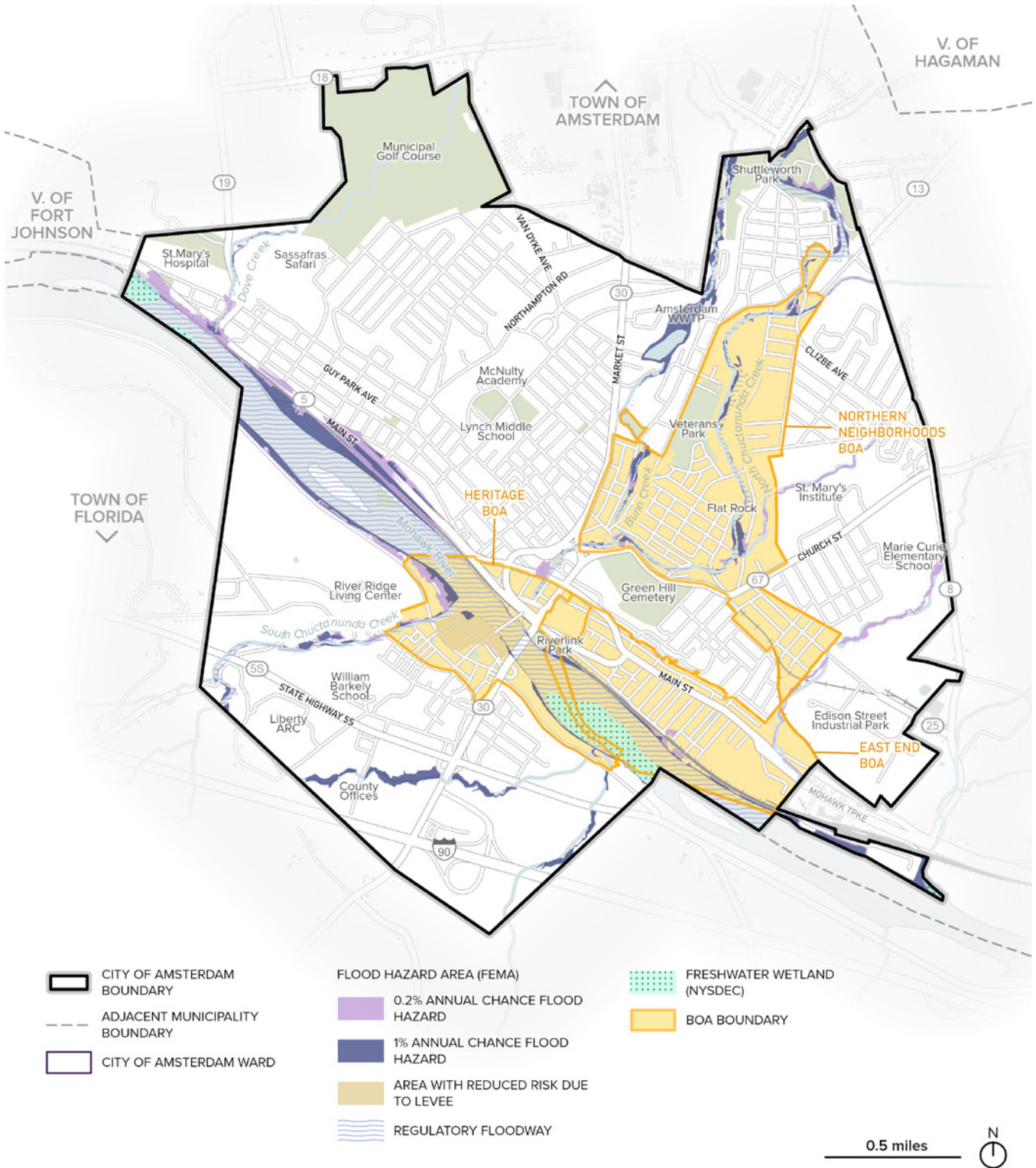
Key Finding: Several protected species may be present in Amsterdam, reinforcing the importance of preserving habitat corridors along waterways.

Environmental Contamination & Brownfields

Amsterdam’s industrial heritage has resulted in numerous properties potentially affected by contamination. Over 500 acres have been studied through the NYS Brownfield Opportunity Area (BOA) Program, identifying more than 100 sites as vacant, underutilized, or potentially contaminated.

Key Finding: Amsterdam’s extensive brownfield areas present significant redevelopment potential when supported by environmental remediation.

Environmental Features Map



03

Our Vision for the Future

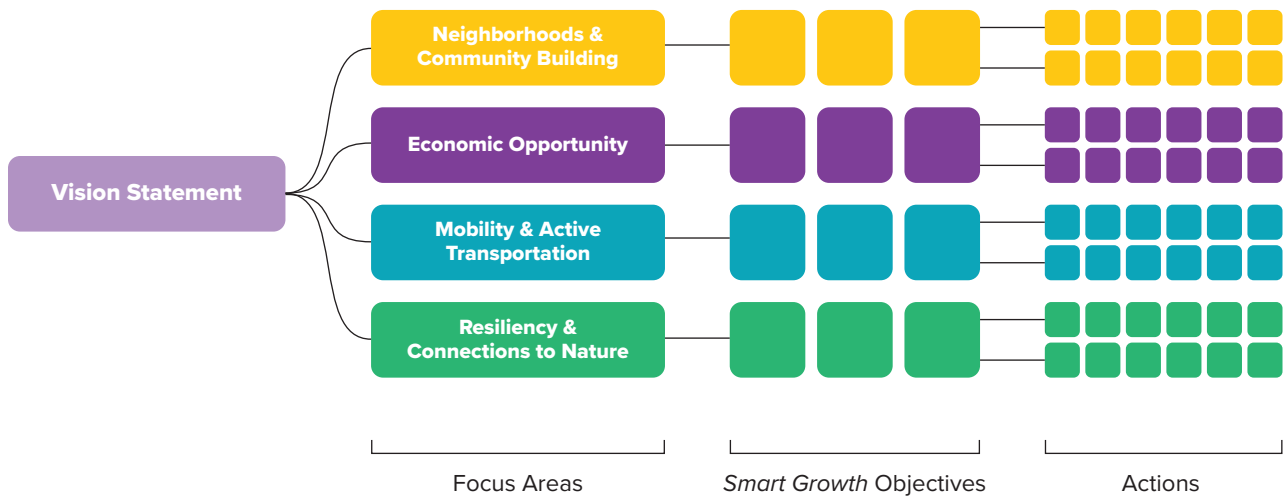
Our vision and objectives for the next 10 years in Amsterdam.



VISION FRAMEWORK

Overview

The vision framework outlines important focus areas, objectives, and actions necessary to achieve Amsterdam’s vision for the future.



Vision

The vision is a general statement that describes the City’s aspirations; it is an end toward which all actions are aimed. The vision should not dramatically change over time, but rather it should be consistent throughout the ten-year planning horizon.

Focus Areas

Focus areas represent specific topics of interest where the City will focus attention and efforts to achieve a set of objectives. Amsterdam’s focus areas include: Neighborhoods & Community Building, Economic Opportunity, Mobility & Active Transportation, and Resiliency & Connections to Nature.

Smart Growth Objectives

An objective is a specific, measurable goal targeted at a particular focus area. Objectives outline concrete steps that can be taken to move focus areas toward their desired future state. The objectives used in this Plan are based on the Smart Growth principles identified on Page X.

Actions

Actions are specific recommendations that are designed to help accomplish an objective. Actions can take the form of a plan, project, or program. The lifespan of an action item can vary from one to ten years depending on the item. Recommended actions can be found in **Section 4: Our Roadmap for Action.**

VISION FRAMEWORK

Vision Statement

The City of Amsterdam’s vision for the future is described below.

Today

Amsterdam is experiencing a resurgence. We are working to revitalize our downtown, enhance our waterfront, strengthen our neighborhoods, and change our image for the better. We recognize that there is more work to do, but we will build on our long history of community planning and leverage our recent successes to carry today’s momentum forward to redefine Amsterdam for tomorrow.

Our vision for

Tomorrow

The City of Amsterdam is a complete community with something for everyone. It is known across the Capital Region as the place to be – the place to live, the place to work, the place you have to visit. Our strong neighborhoods are great places to live and residents are proud to call Amsterdam “home.” Amsterdam is the perfect place to start or grow a business. We have a talented workforce and job opportunities in every industry and skill-level. Our vibrant downtown and waterfront make Amsterdam a must-visit tourist destination, with arts, entertainment, and recreation options for everyone. Our community is well-connected and multi-modal and it’s safe and convenient to get around by foot, bike, bus, or car. Our unique identity and strong sense of community make Amsterdam a special place to be. Our quality of life is unmatched, and we are committed to sustainability and resiliency for the health of our community today and tomorrow.

Focus Areas

In planning for this future, we will pursue a series of Smart Growth objectives across four focus areas:



Neighborhoods & Community Building. This focus area deals with the building blocks of our communities, including housing, neighborhoods, and people.



Economic Opportunity. This focus area centers on elements that impact our economy, such as businesses, job opportunities, tourism, and development.



Mobility & Active Transportation. This focus area promotes safe connections through walkability, bike-ability, and multi-modal transportation access.



Resiliency & Connections to Nature. This focus area concentrates on the sustainability of our environment, including parks, waterfronts, and natural resources.

Each focus area is explored in more detail on the following pages.

FOCUS AREA 01



Neighborhoods & Community Building

This focus area deals with the building blocks of our communities, including housing, neighborhoods, and people.

Today

Today, one of Amsterdam’s biggest impediments to growth is its lack of suitable housing for every demographic. Beyond single-family homes and duplexes, there is limited diversity in housing types. Additionally, the housing stock is aging, and new construction has been sluggish since the early 2000s. The City is actively pursuing several initiatives to support strong neighborhoods, including demolishing blighted structures and rehabilitating homes through the Community Development Block Grant program, but there’s more work to be done to make Amsterdam a livable community for everyone.

Our vision for
Tomorrow

Amsterdam sets itself apart as a favorite hometown choice in the Capital District. Anyone who wants to live in Amsterdam can find housing that meets their needs. Whether that is a first rental, a “forever” home, or a retirement community, Amsterdam has diverse and affordable housing options for everyone at all stages of life. The City’s neighborhoods are compact and walkable, with plenty of amenities and a strong sense of community that makes residents proud to call Amsterdam “home.”

Objectives

To achieve this vision for tomorrow, we will pursue the following Smart Growth objectives:

- 01 Enable a diverse mix of housing types, providing opportunity and choice for all.** In Amsterdam, this means expanding the types of housing options and price ranges available so that anyone who wants to live in Amsterdam can find a place that meets their needs.
- 02 Encourage compact neighborhood design and concentrated development around existing infrastructure.** In Amsterdam, this involves making our neighborhoods great places to live by infusing them with amenities like sidewalks, bikeways, and open space and making sure they are located close by to everyday services.
- 03 Engage in an inclusive, collaborative public planning process that considers the needs and character of the community.** In Amsterdam, this involves leveraging our strong history of community planning and continuing to engage residents in building the future of Amsterdam together.
- 04 Promote homeownership opportunities.** Work with the land bank and other non-profits, such as Better Neighborhoods Inc. and the Affordable Housing Partnership of the Capital Region, to rehabilitate housing that is affordable for renters to own.



FOCUS AREA 02

Economic Opportunity

This focus area centers on elements that impact our economy, such as businesses, job opportunities, tourism, and development.

Today

Amsterdam's legacy of manufacturing served as the foundation of our economy for many generations. Today, our economy has shifted toward lower-wage industries. Unemployment is high, median household incomes are low, and many families struggle to support themselves. Limited employment opportunities in the city result in many of our residents commuting outside Amsterdam for work. However, in recent years, our business community has been growing and we are working to support small businesses through initiatives like our Microenterprise Assistance Program. We also see opportunities to revitalize our historic building stock and reuse underutilized parking lots in the downtown core for new mixed-use developments.

Our vision for

Tomorrow

Amsterdam has a diverse mix of industries and job opportunities at all skill levels. More residents than ever are staying in the city to work, and others from outside the city are attracted to Amsterdam for its job opportunities. Our business-friendly policies and talented workforce make Amsterdam a great place to grow or start a business. We have transformed our downtown into a vibrant mixed-use center by rehabilitating existing buildings and infilling vacant lots with new developments. Our waterfront is revitalized too, with new amenities and programming to complement Riverlink Park, the MVGO Bridge, and the Empire State Trail. Amsterdam continues to be a must-visit tourist destination, with a strong arts and cultural scene, unique festivals and events, and entertainment and recreation options for everyone.

Objectives

To achieve this vision for tomorrow, we will pursue the following Smart Growth objectives:

- 01 Develop plans and land use regulations that allow for and revitalize mixed-use neighborhoods.** In Amsterdam, this means the rehab and infill of underutilized lots in existing mixed-use areas, revitalizing our historic downtown building stock, and strengthening our downtown core with new uses and amenities that make downtown a great place to live, work, and play.
- 02 Build on unique traits to create an attractive and welcoming community with a strong sense of place.** In Amsterdam, this means continuing to support Amsterdam's existing strengths, like our vibrant events scene and our strong cultural diversity, while at the same time changing Amsterdam's reputation for the better and redefining the city as a community of choice, with a strong downtown and great neighborhoods.

FOCUS AREA 03



Mobility & Active Transportation

This focus area promotes safe connections through walkability, bike-ability, and multi-modal transportation access.

Today

Though Amsterdam was originally developed with a traditional grid, the proliferation of the automobile and the construction of the highways eroded over time the walkability the city used to have. Today, limited facilities for pedestrians and cyclists make the city less walkable and bikeable than it could be. An over-abundance of underutilized surface parking and vacant lots disrupt the feel and character of downtown. The City recognizes these issues and has been working to address them. Plans are in the works to remove the eastbound portion of NYS Route 5 and replace it with a multi-modal hub. Active projects also include streetscape and complete streets enhancements, gateway improvements, and trail enhancements to promote increased connectivity and multi-modal access throughout the city.

Our vision for Tomorrow

Amsterdam is a city where it is safe and convenient to get around by foot, bike, bus, or car. Our streetscapes are pedestrian-friendly, our trails and bikeways are expansive, and our transit service is convenient and reliable. The Amsterdam Multi-modal Station provides downtown access to Amtrak train service and a new pedestrian connector significantly improves access to the MVGO bridge. Downtown is compact and walkable with vacant lots being replaced by mixed-use buildings. Signage and wayfinding elements help visitors get around. Our neighborhoods are well connected to each other and to local and regional destinations.

Objectives

To achieve this vision for tomorrow, we will pursue the following Smart Growth objectives:

- 01 Prioritize transportation options such as walking, cycling, and public transportation.** In Amsterdam, this means creating safe connections for all modes of transportation by enhancing our streetscapes, expanding trails and bikeways, improving mass-transit options and reliability, traffic calming, and making directional signage and wayfinding easier to understand.
- 02 Prioritize infill and redevelopment of existing buildings to revitalize neighborhoods and downtowns, including areas around public transit.** In Amsterdam, this means focusing development in well-connected areas, including near the Amsterdam Multi-modal Station, to encourage alternative transportation and reduce car dependency.
- 03 Increase traffic enforcement.** Enhance road safety and protect our communities by implementing smart traffic monitoring systems. Leverage technologies like automated speed cameras to consistently enforce traffic laws—including speed limits, stop signs, and traffic signals. Consider evaluating speed limits in high-risk areas to better match road conditions and pedestrian activity.

FOCUS AREA 04



Resiliency & Connections to Nature

This focus area concentrates on the sustainability of our environment, including parks, waterfronts, and natural resources.

Today

Amsterdam has a wealth of natural resources including public green spaces, parks, and scenic waterfronts along the Mohawk River and Chuctanunda Creek. Our city recognizes the vital role that natural resources play in our environment, community well-being, and tourism. We are committed to protecting and improving them. Through our updated Local Waterfront Revitalization Program (LWRP), we are actively trying new approaches to enhance our waterfront. Additionally, we are working to improve the city's environmental health by cleaning up and redeveloping brownfields, like the Five Corners site, through the Brownfield Opportunity Area (BOA) program.

Our vision for

Tomorrow

Amsterdam thrives as a sustainable, forward-thinking community. We have proactively addressed future climate risks, safeguarding our property, infrastructure, and vulnerable residents. Our waterfront has blossomed into a vibrant tourist destination, offering expanded amenities, diverse programming, and a stronger connection to downtown. Our extensive network of trails and bike paths caters to active lifestyles, while our public green spaces serve as vital community gathering points. Committed to a lasting legacy, we will continue to protect and enhance the Mohawk River, Chuctanunda Creek, and our environment for future generations.

Objectives

To achieve this vision for tomorrow, we will pursue the following Smart Growth objectives:

- 01 Provide well-planned, equitable, and accessible public spaces.** In Amsterdam, this means enhancing our waterfront and existing public green spaces with new amenities, connecting them to our neighborhoods with trails and bikeways, and expanding recreational offerings to promote healthy living.
- 02 Preserve open space, agricultural resources, and natural resources.** In Amsterdam, this means protecting and preserving our existing natural resources, including our waterfronts and green spaces, so that they can continue to contribute to the environmental health of our community.
- 03 Promote climate resiliency and adaptation, preferably through nature-based solutions, and reduce greenhouse gas emissions.** In Amsterdam, this involves making our urban environment healthier and more resilient by implementing green infrastructure, expanding our tree canopy, and supporting clean energy options.

04

Our Community Development Strategy

Amsterdam's future land use vision
and recommendations.



COMMUNITY DEVELOPMENT STRATEGY

Introduction

Future land use and development decisions will play an important role in the achievement of Amsterdam’s vision and goals. While land use and the physical transformation of places and spaces within the City are intricately connected to each other and are considered in the identification of policies and actions, the physical evolution of land within the City is a unique community development consideration.

As such, this section of the Plan focuses on the physical characteristics of the City of Amsterdam from a land use, design, and development character perspective. This includes a City-wide Community Development Strategy (CDS) and Map with defined character areas, as well as land use goals and recommendations associated with other key urban design, smart growth, and place-making elements.

The **CDS Character Areas** for the City of Amsterdam are listed at right and shown on the map on the following page. The delineation of these areas is based on a balance of factors, considering existing land uses and determining areas where preservation, stabilization, and/or transformation may be desired.

Unlike a zoning map, the CDS Map is not intended to represent clear regulatory boundaries. The shape of each area and placement of boundaries may change as new information or investment opportunities arise.

While future decision-making may not always perfectly align with the CDS, such decisions, should remain consistent with the overall intent of this Plan. They should be grounded with well-considered rationale and careful consideration given to community impact and logical transitions or buffers between character areas, where necessary.

- Neighborhoods**
 - Single-Family Residential
 - Two-Family Residential
 - Traditional Mixed Neighborhood

- Downtown**
 - Downtown Core
 - Market Street Transition

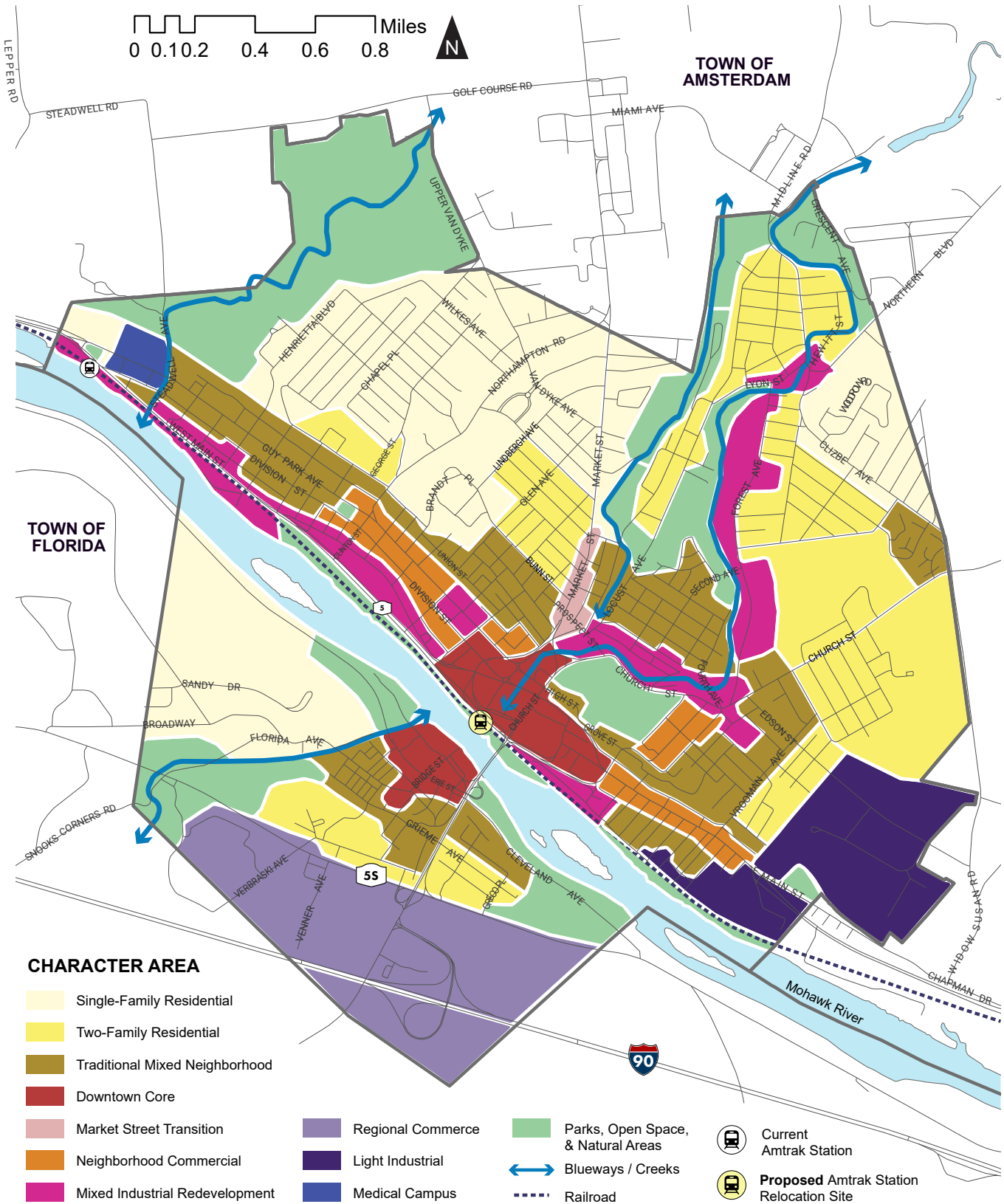
- Mixed Use Corridors**
 - Neighborhood Commercial
 - Mixed Industrial Redevelopment

- Industry Centers**
 - Regional Commerce
 - Light Industrial
 - Medical Campus

- Natural Environment**
 - Parks & Greenspace
 - Waterfront & Blueways

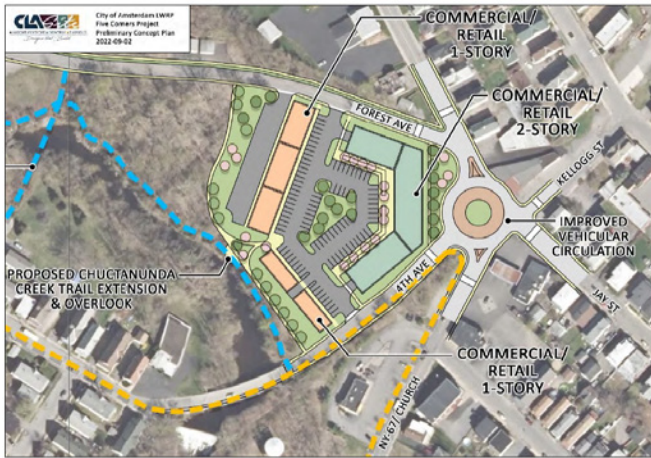
NOTE: The CDS does not negate any development limitations due to environmental constraints, such as steep slopes or floodplains. As future projects are considered, a more detailed study of existing conditions and suitability of the site for the uses proposed may need to be completed.

Community Development Strategy Map



COMMUNITY DEVELOPMENT STRATEGY

Land Use Guide for Smart Growth



Amsterdam LWRP Priority Project | Five Corners Plaza & Intersection

Economic Development & Reinvestment

Focus: Leveraging existing spaces and resources.

- Concentrate commercial uses and employment opportunities in visible, accessible economic activity centers
- Support small businesses, local services, and entrepreneurship through flexible building formats and mixed uses
- Encourage reinvestment in underutilized and aging commercial and industrial properties without expanding into greenfield areas



Vetersburg Apartments (Source: Apartments.com)

Housing Choice & Neighborhood Stability

Focus: Attracting and retaining residents.

- Introduce higher density housing opportunities near services and transit
- Provide a range of housing types that support workforce retention, aging in place, and changing household needs
- Reduce development pressure within stable residential neighborhoods by accommodating growth along mixed use corridors



Downtown Multimodal Center Final Concept



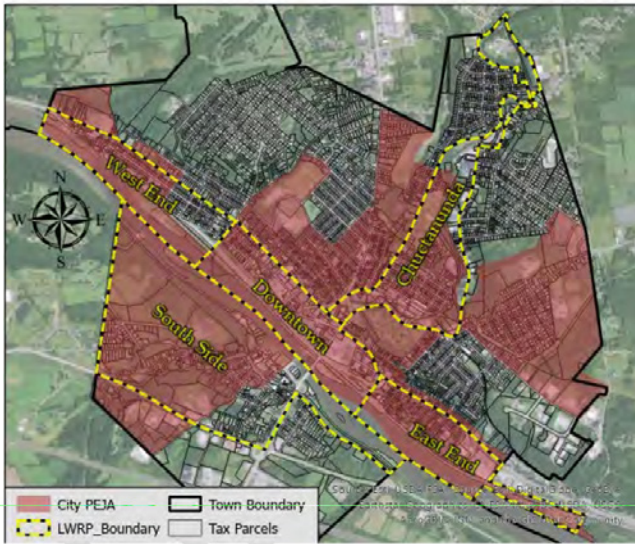
Transportation & Mobility

Focus: Accessibility for all modes of travel and reduced car dependence.

- Foster multimodal spines that prioritize safe access for pedestrians, cyclists, transit users, and vehicles
- Maintain vehicle traffic enforcement for safety of pedestrians and bicyclists
- Improve connections between Downtown, neighborhood centers, institutional uses, and employment areas, including the Route 30 corridor
- Support transit-oriented development and reduce reliance on single-occupancy vehicles

Amtrak Station Relocation

The Amtrak Station is proposed to be relocated closer to downtown. This is a great opportunity for more Transit Oriented Development and infill.



Potential Environmental Justice Areas | Amsterdam LWRP

Equity & Access to Services

Focus: Supporting disadvantaged populations.

- Improve access to jobs, housing, healthcare, education, and daily needs for residents
- Ensure community services and amenities are located along mixed use corridors that are accessible to all residents
- Pursue equitable reinvestment in historically disinvested areas

NYS Grant Opportunities

Several NYS grant programs give preference to proposed projects and planning efforts in state defined Environmental Justice Areas. Much of Amsterdam qualifies for this designation (see left).



Example transition treatments between residential and nonresidential.

Land Use Compatibility & Transitions

Focus: Logical, harmonic arrangement of land uses.

- Serve as intentional transition areas between higher-intensity commercial or Downtown uses and surrounding neighborhoods
- Allow increased density and mixed uses in appropriate locations while protecting neighborhood scale and livability
- Provide opportunities for buffering, step-downs, and context-sensitive design



Source: Save the Bay (savesbay.org)

Environmental Sustainability & Resilience

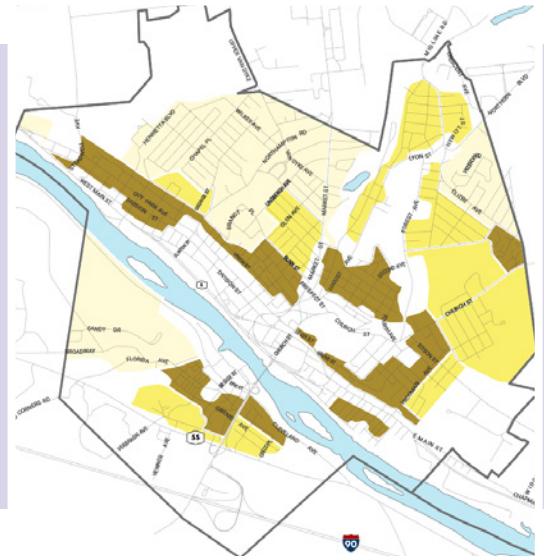
Focus: Climate adaptation and mitigation measures.

- Support compact development patterns that reduce infrastructure costs and environmental impacts
- Integrate green infrastructure, street trees, and stormwater management into corridor design
- Align with Greenway and Blueway connections to enhance environmental and recreational benefits

COMMUNITY DEVELOPMENT STRATEGY

Neighborhoods

Successful redevelopment efforts depend on a community’s ability to maintain and improve its quality of life. Neighborhoods stand at the core of any growth effort; people live in neighborhoods and orient their activities from neighborhoods. If a city’s neighborhoods are not safe and attractive, people with choices look elsewhere for housing, work, recreation and shopping. It is the goal of Amsterdam to leverage the City’s historic, varied housing stock and established neighborhoods to attract and retain new residents of all ages, incomes, and lifestyles.



Single-Family Residential

The Single-Family Residential areas of the City are comprised predominantly of single-family homes built after 1940. These neighborhoods are primarily located at the outer edges of the City and are more auto-dependent than the traditional neighborhoods as they have varying access to sidewalks and nearby amenities. The typical lot size ranges from 1/4 to 1/2 acre. These tend to be the more stable neighborhoods in the City with a higher rate of home-ownership. Although these neighborhoods are primarily built out, investment in existing housing stock is needed. Goals for these areas include:

- Preservation of neighborhood character while allowing modest density increases (e.g. permitting single-family attached dwellings or cottage court style arrangements).
- Improved pedestrian and bicycle connectivity in outer neighborhoods.
- Targeted traffic-calming treatments on streets experiencing high speed cut-through traffic (e.g. Chapel Place and VanDyke Ave).
- Continued prohibition of the conversion of large estate homes to multi-family.
- Increased owner occupancy rate.
- Preservation and restoration of historic structures.

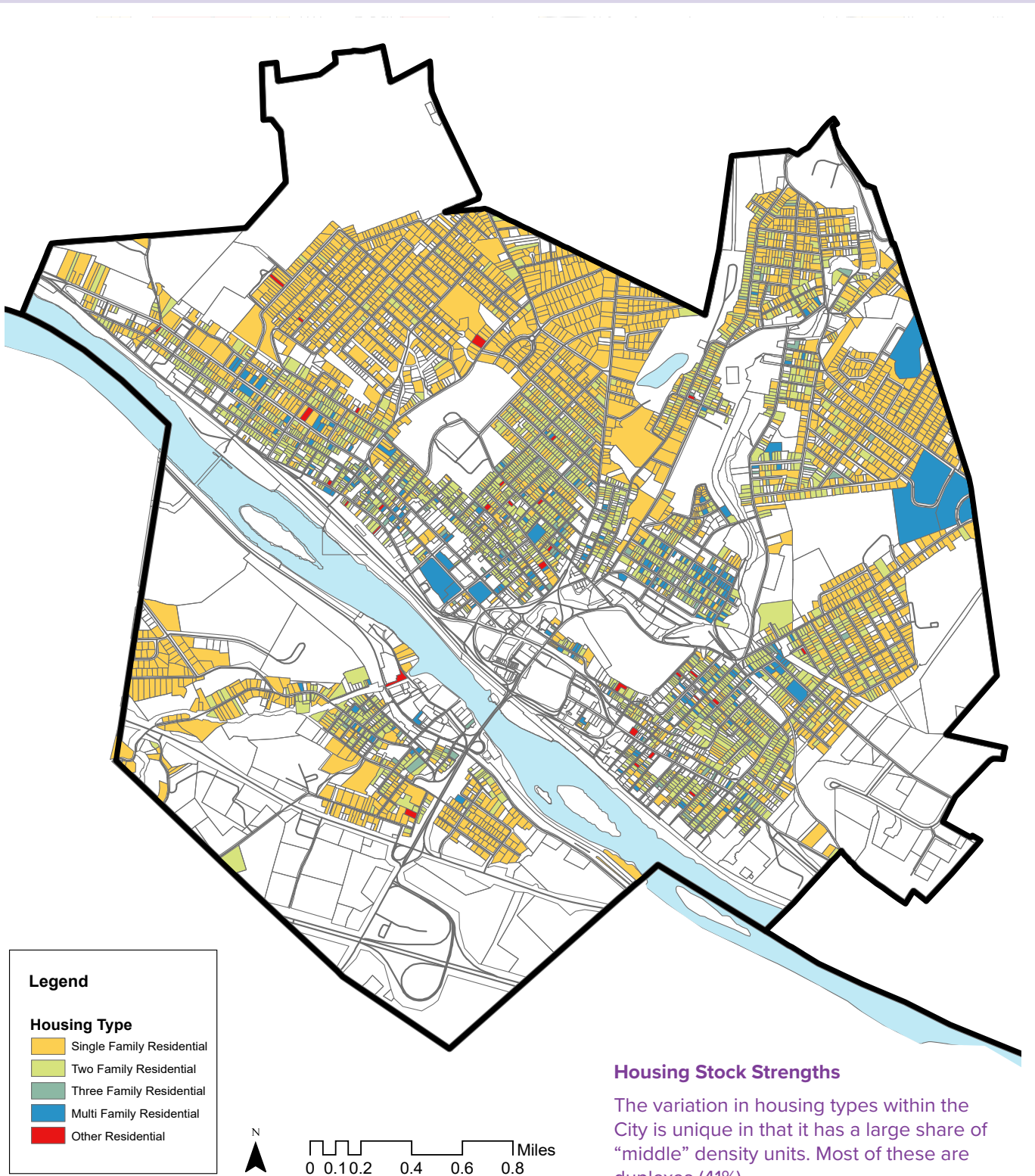
Two-Family Residential

The Two-Family Residential areas are generally traditional, walkable neighborhoods that include both single- and two-family dwellings. These areas serve as a gradual transition between single-family neighborhoods and higher-density mixed residential areas. The typical lot size ranges from 1/8 to 1/2 acre. Much of these neighborhoods include historic, built-as duplexes on traditional city lots. These neighborhoods are at a tipping point and should be a focus for stabilization, as the rate of investment and owner-occupancy has been declining.

Goals for these areas include those listed for the Single-Family Residential areas, as well as:

- Supporting reinvestment, owner-occupancy, and context-sensitive infill that preserves neighborhood character while expanding housing choice.
- Allowing for accessory dwelling units to support aging-in-place and passive income opportunities for home-owners.

Existing Residential Densities Map



COMMUNITY DEVELOPMENT STRATEGY

Traditional Mixed Residential

Traditional Mixed Residential areas include the oldest and most varied density neighborhoods found in the City. Developed in the early settlement years of the City, pre-car and pre-zoning, the neighborhoods are an organic mix of single-family, two-family, and multi-family housing located near to the City center as well as along transit routes and former industrial employment areas. These neighborhoods have the smallest lot sizes, most under 1/4 acre in size.

Being the oldest share of the housing stock, significant investment is needed in existing homes ranging from major repairs to livability improvements (e.g. half-bath or second bath) and modernizations. Many homes have already been lost to disrepair and neglect, leaving opportunities for infill on vacant lots. Goals for these areas include:

- Expanded housing options affordable to a range of incomes and household types
- Infill development that complements existing scale and design
- Enhanced access to transit, parks, and neighborhood amenities
- Continued building code enforcement and support for investment by home-owners
- Improved pedestrian and bicycle connectivity

STRATEGIES FOR FUTURE RESIDENTIAL INVESTMENT

Neighborhood Stabilization Addressing Vacancy & Decline

1. First-Time Homebuyer & Owner-Occupancy Incentives

Promote first-time homebuyer and owner-occupancy incentives such as down payment and closing cost assistance, low-interest rehabilitation loans, and property tax abatements for owner-occupied homes. Partner with local lenders and state programs to provide homebuyer education and purchase-rehab financing to help convert vacant or rental properties into stable owner-occupied housing. The State of New York Mortgage Agency (SONYMA) includes several low-income and first-time homebuyer finance programs.

2. Targeted Rehabilitation & Code-to-Rehab Program

Focus public investment and incentives on priority neighborhoods and corridors by pairing proactive code enforcement with CDBG efforts, low-interest loans, and technical assistance for small landlords and owner-occupants. This helps correct safety issues while making rehabilitation financially feasible, preventing further abandonment.

3. Vacant Property Acquisition, Land Banking, and Disposition

Expand the use of strategic acquisition and land banking to gain site control of long-term vacant and tax-delinquent properties, particularly near Downtown and mixed-use corridors. Reposition properties for reuse through disposition policies that prioritize local ownership, housing rehabilitation, and infill development.

4. Right-Sized Infill & Adaptive Reuse Zoning

Update zoning and development standards to allow for tiny homes, small-scale multifamily, upper-story residential, and adaptive reuse “by right” in mixed density neighborhoods. Reducing regulatory barriers lowers redevelopment costs and encourages reinvestment in existing buildings rather than demolition or greenfield development.

Middle Density Housing Regulatory Recommendations

The “middle” density refers to a range of residential dwellings with multiple units, such as two-family and three-family dwelling units that fall between single-family homes and larger multi-family dwellings. These “middle” density dwellings are common in Amsterdam, often found in walkable neighborhoods alongside single-family homes (see photos below). This type of housing in many communities is considered “missing” because traditional zoning regulations implemented by municipalities in the mid- to late-20th century typically excluded them.



In Amsterdam, many of the existing two-family and multi-family dwellings are considered pre-existing nonconforming depending on the zoning district in which they are located. This is both due to the housing type being prohibited and often the property not meeting minimum lot size or width requirements. Updates to the Low Density Neighborhood and Medium Density Neighborhood Districts will be needed to reflect the recommended boundaries of the CDS character areas and “right-size” the minimum lot requirements to reflect existing conditions.



Context Sensitive Design for Infill Development

Appropriate Infill Housing for Traditional Neighborhoods



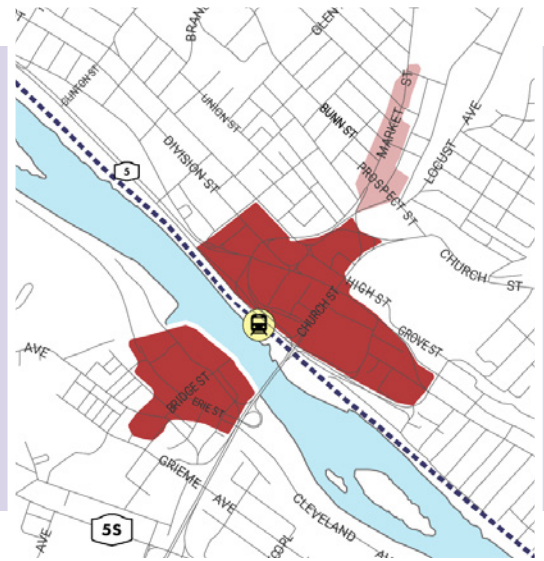
There is a lot of opportunity for infill housing in the City’s neighborhoods, which can support more affordable housing options and keep people connected to their neighbors and nearby amenities.

This can be achieved at a variety of scales, ranging from whole blocks to individual vacant lots, each unit appropriately designed to fit into the character of the existing neighborhood. Below are some examples of how this may be achieved with infill of middle density housing on vacant lots.

COMMUNITY DEVELOPMENT STRATEGY

Downtown

Downtown Amsterdam has historically served as the civic, commercial, and cultural heart of the City, shaping settlement patterns by concentrating jobs, services, and institutions along the Mohawk River and the City’s traditional street network. Continuing to leverage previous planning successes will be imperative to reinforcing the downtown’s role as the central hub of the City and anchor for growth. Future investment should balance the “old” with the “new,” accommodating multi-story, mixed use development in a compact, walkable setting that strengthens community identity and reduces pressure on surrounding neighborhoods.



Downtown Core Existing Conditions

- Historic, compact core with civic, cultural, and commercial functions
- Traditional, walkable street grid with strong pedestrian orientation
- Underutilized upper floors and some vacant or under-performing properties

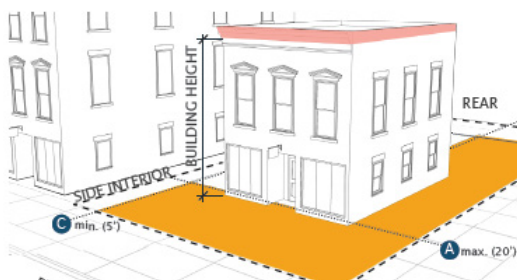
General Future Land Use Goals

- Reinforced role as the City’s primary mixed-use, employment, and cultural center
- Expanded residential presence through upper-story housing
- Enhanced public realm with streetscape improvements, wayfinding, and public spaces
- Filling in the “gaps” in the City’s downtown urban fabric through redevelopment and infill projects consistent with the Form-Based Code Design Guidelines
- Work with owners and developers to plan and implement the eventual replacement of the former mall and superblocks with a small block street grid development pattern with mixed-use, multi-story buildings

Market Street Transition



Form-Based Code | Building Design - Infill Example

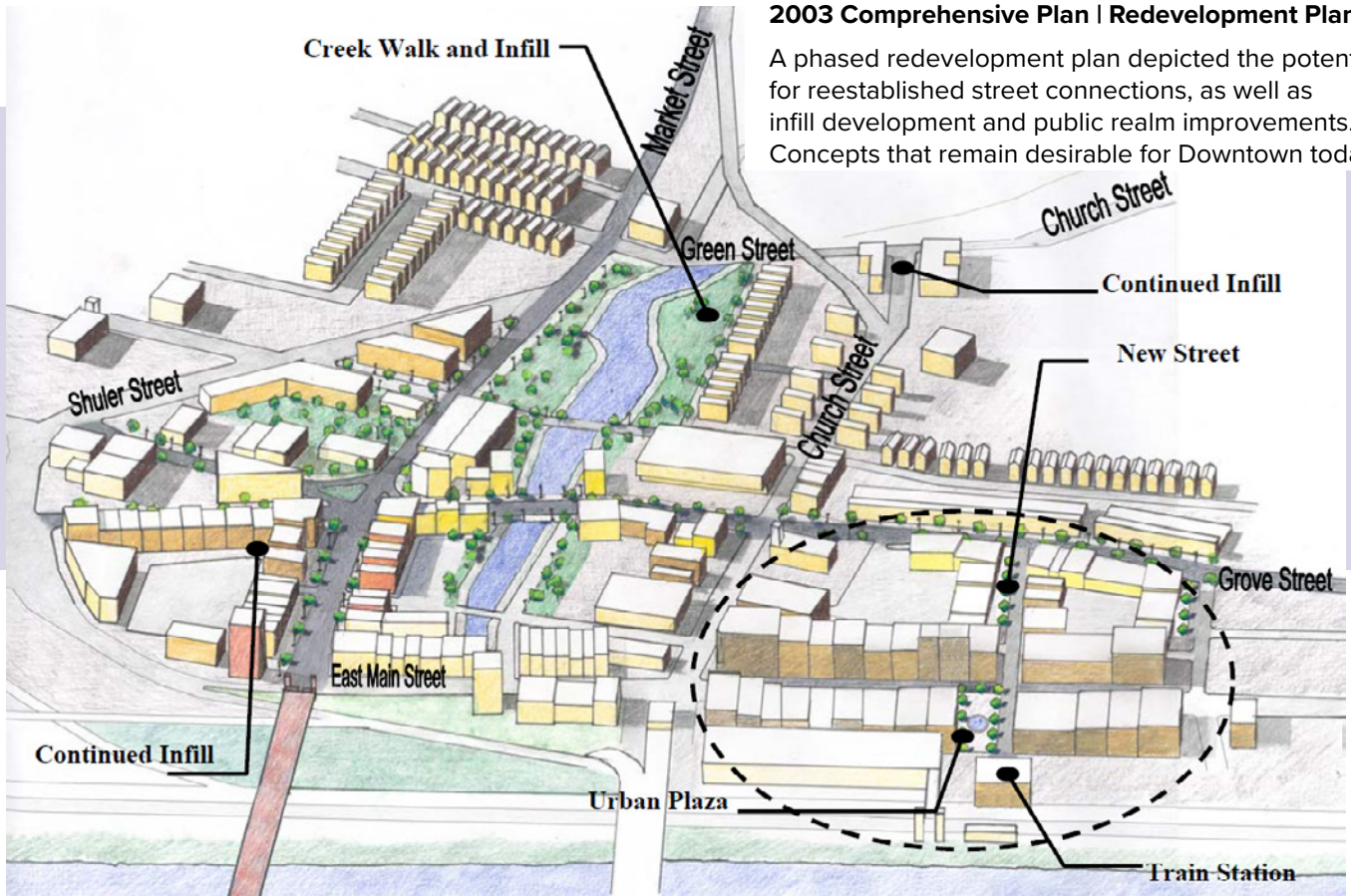


The traditional walkability and character of this segment of Market Street to the north of the downtown core has eroded overtime into an auto-oriented commercial corridor with a fragmented development pattern. While there is a mix of small businesses, service uses, and residential properties, there are inconsistent building setbacks and limited pedestrian amenities. Many historic properties have been torn down or have lost various architectural details to haphazard facade improvements.

Desired Future Conditions

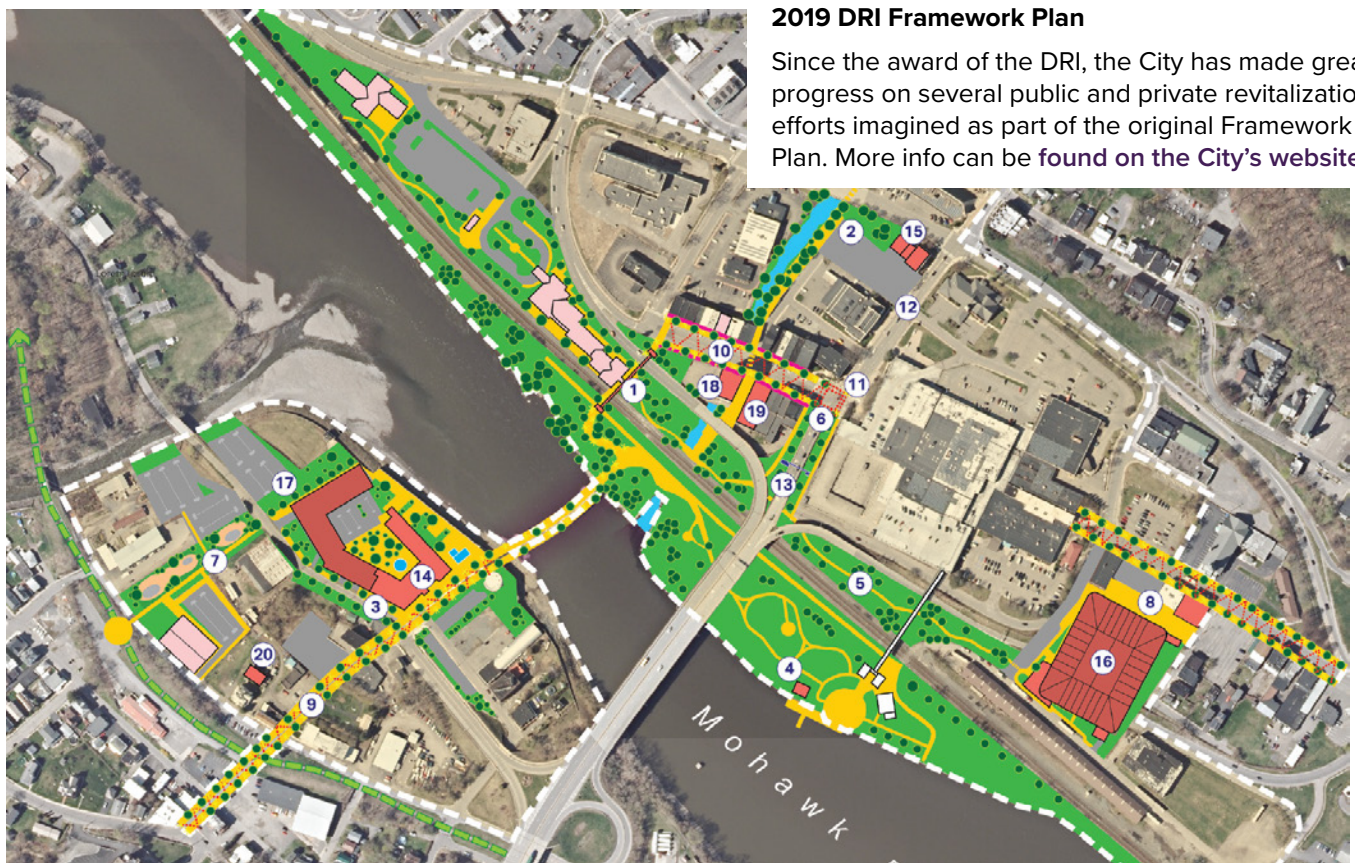
- Gradual transition of building heights from downtown (minimum 2 stories, maximum 4 stories); compatibility with residential uses
- Redevelopment and infill projects with buildings oriented to the street and little to no setback, following the Form-Based Code Design Standards established for the Downtown Core
- Reduced auto-dominant development pattern by prohibiting auto uses (e.g. gas station, car sales) and requiring parking be located to the side or rear of structures

Downtown Plans Over the Years



2003 Comprehensive Plan | Redevelopment Plan

A phased redevelopment plan depicted the potential for reestablished street connections, as well as infill development and public realm improvements. Concepts that remain desirable for Downtown today.



2019 DRI Framework Plan

Since the award of the DRI, the City has made great progress on several public and private revitalization efforts imagined as part of the original Framework Plan. More info can be found on the City's website.



COMMUNITY DEVELOPMENT STRATEGY

STRATEGIES TO ENHANCE WALKABILITY & TRANSIT ACCESS

Benefits

- Improves public health through increased physical activity
- Reduces household transportation costs
- Supports small businesses and local economic activity
- Enhances safety by reducing traffic speeds and conflict points
- Lowers greenhouse gas emissions and improves air quality
- Strengthens neighborhood connectivity and social interaction

Land Use & Zoning

- Eliminate or reduce minimum parking requirements in Downtown and mixed-use corridors
- Permit higher residential densities near transit stops
- Require buildings to front sidewalks with parking located to the side or rear
- Create a Transit Oriented Development (TOD) zoning district within a ¼–½ mile radius of the Amtrak station (see next page for more info)

Policy & Incentives

- Offer density bonuses for transit-supportive development
- Provide tax or fee incentives for adaptive reuse projects

Street Design & Infrastructure

- Adopt a formal Complete Streets policy to guide site plan review and capital projects
- Expand sidewalk networks and repair gaps in pedestrian infrastructure
- Install high-visibility crosswalks and pedestrian refuge islands
- Improve lighting and wayfinding to Downtown and waterfront destinations
- Add bicycle lanes, shared-use paths, and secure bike parking

Parking & Access Management

- Encourage shared parking agreements
- Establish parking maximums where appropriate
- Consolidate curb cuts and require cross-access between properties

Adjusting Parking Requirements

Currently, the City of Amsterdam zoning code has minimum parking requirements for all districts except the:

- Downtown Core (DC) District; and
- North Amsterdam and Waterfront Form Based Code Subareas.

The minimum parking requirements outside the above areas are more consistent with a suburban development model. For example, the zoning code requires 1.5+ spaces per dwelling unit and 1 space per 150 sf of retail uses.

The City should expand the regulatory approach of the Downtown Form Based Code North Amsterdam and Waterfront Subareas to apply to all downtown areas and mixed use corridors. This includes:

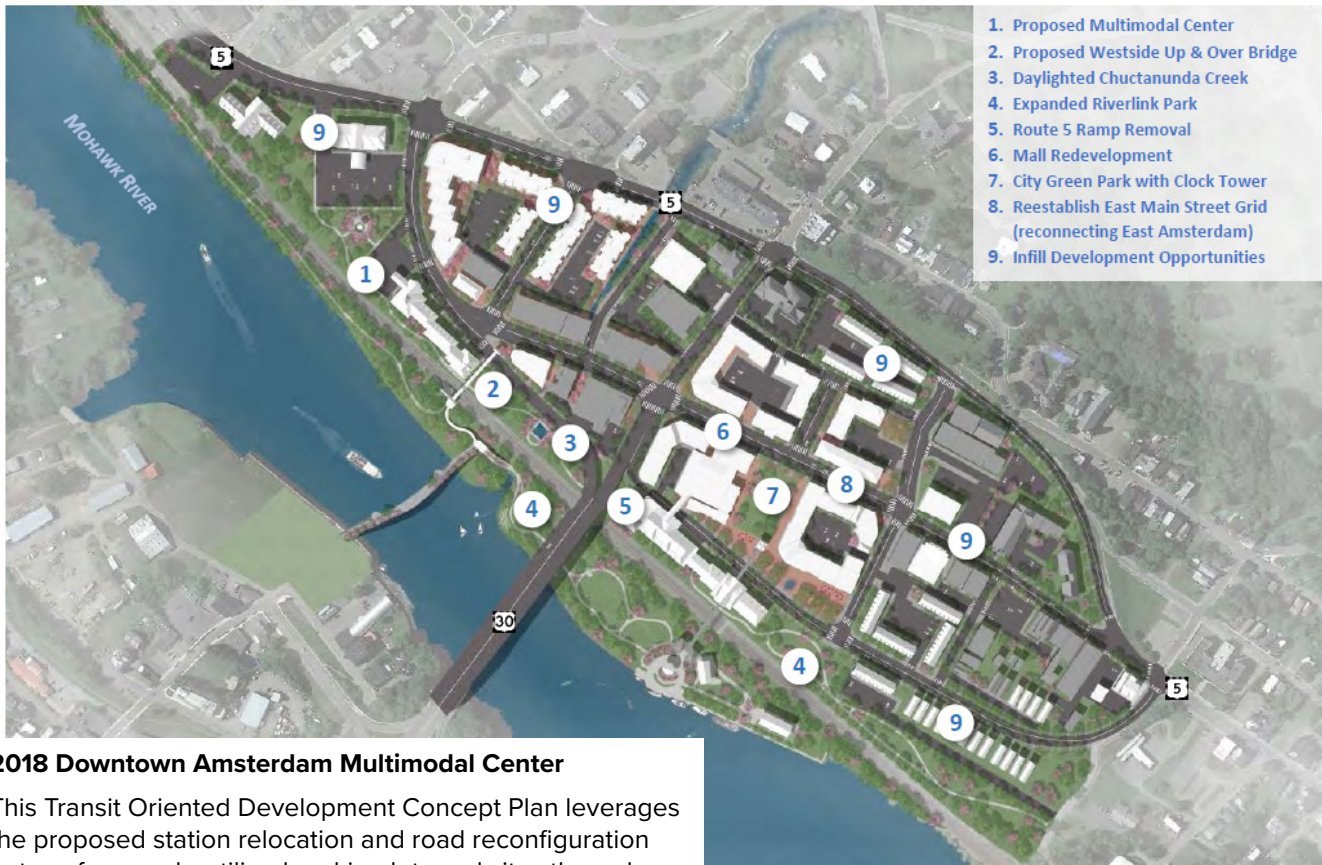
- No minimum parking requirement for existing buildings/uses
- Transportation Demand Management Plan required for new uses/development over 10,000 sf
- Minimum bicycle parking requirements
- Parking landscaping requirements
- Front yard parking prohibited

Transit-Oriented Development (TOD) District Implementation

A Transit-Oriented Development (TOD) district is a zoning area designed to concentrate compact, mixed-use development within walking distance—typically ¼ to ½ mile—of a transit station or major transit corridor.

TOD districts promote higher residential densities, active ground-floor uses, reduced parking requirements, and pedestrian-oriented design to encourage transit ridership and reduce reliance on automobiles. By aligning land use, infrastructure, and mobility planning, a TOD district supports economic growth, housing choice, and sustainable development patterns centered around accessible public transportation.

TOD CONCEPT PLAN



2018 Downtown Amsterdam Multimodal Center

This Transit Oriented Development Concept Plan leverages the proposed station relocation and road reconfiguration to transform underutilized parking lots and sites through targeted infill development and redevelopment projects.

COMMUNITY DEVELOPMENT STRATEGY

Mixed Use Corridors

Mixed-use corridors play a central role in shaping Amsterdam’s future by focusing growth, reinvestment, and mobility improvements along key streets that connect neighborhoods, Downtown, employment centers, and community services. These corridors serve as both **economic engines** and **community connectors**, balancing development intensity with neighborhood compatibility.



Neighborhood Commercial

These corridors are distinguished by their walkable streetscapes and mix of commercial uses alongside residential, while still respecting the residential character of the area. Often, these commercial corridors act as a buffer between neighborhoods and higher intensity commercial and industrial uses. Generally, the scale of development is limited, with smaller building footprints and building heights compatible with that of existing homes in the area. While some nonresidential uses occupy structures originally built for commercial or mixed use purposes, several businesses and service uses operate out of converted homes.

Desired Future Conditions

- Strengthened neighborhood centers with local retail, services, and community uses.
- Sensitive infill that respects neighborhood scale and character (e.g. max 5,000 square foot building footprints, max 3-4 stories, minimal setbacks with landscaped front yards, parking located to side or rear).
- Improved pedestrian environment with sidewalk expansions where gaps may exist.
- Phasing out auto-oriented uses and redevelopment of sites with suburban development patterns (see image below).
- Conversion of residential structures that respects original character of the home and minimizes impact to resident quality of life,



Guy Park Ave looking westward toward Mcdonnell Street.

The Neighborhood Commercial Mixed Use Corridor Areas are currently regulated by the Downtown Core (DC) and Commercial Corridor (CC) Districts. The DC District is not an appropriate scale for these areas, so rezoning all to the CC District would be more appropriate. However, some modifications to the CC District will be necessary to support the desired development character. Auto-oriented uses should be prohibited and maximum building heights should be reduced from 70 feet to no more than 45 feet.



Northern Neighborhoods BOA

Brownfield Opportunity Area (BOA)

The two largest Mixed Industrial Redevelopment Corridors are located within the Northern Neighborhoods BOA boundary.

Within this study there are recommendations for the transformation and reclamation of contaminated and underutilized sites like the Rockton Gateway (pictured at left). The City should continue to pursue the realization of these plans to support its future land use goals.

Mixed Industrial Redevelopment



Vacant industrial building.



Large setback and curbcuts erode traditional character.

The mixed industrial redevelopment corridors are envisioned to support less intense uses than those in the larger-scale industry centers, while also providing for creative building and site reuse efforts that cultivate mixed use activity with increased housing, retail, and service operations. Primarily, these corridors target areas with a concentration of legacy industrial buildings and sites that may be underutilized, vacant, and/or in a state of decline. The mixed industrial redevelopment corridors abutting the existing rail line also serve as a buffer to the adjacent neighborhoods, while still allowing for low intensity and limited industrial and commercial activity that leverages the direct access to and location along Route 5.

Today’s markets continue to favor flexible, lower-cost space for light manufacturing, maker/creative spaces, warehousing, and small business expansion—especially where highway access and utilities already exist. Larger structures can also support phased adaptive reuse (including multi-tenant employment space, commercial services, live-work units, etc). These areas offer high redevelopment potential as “ready-made” investment areas where strategic site assembly, brownfield cleanup, and upgraded multimodal connections can convert underutilized land into job-generating, mixed-use environments. To ensure existing and future residential uses are not negatively impacted, certain transitional treatments and context sensitive design elements may be necessary with future investment.

Desired Future Conditions

- Dynamic corridors with mixed employment, commercial, and residential activity where the historic variation in building size, design, style, and use is celebrated.
- Creative, adaptive reuse of existing historic structures, where feasible.
- Integration of green infrastructure and public access to adjacent greenways.
- Improved streetscapes and facades, promoting walkability and multi-modal access.

These corridors are currently regulated by the Commercial Corridor and Employment Districts. The City should consider adapting the Employment District to serve as a Mixed Industry / Redevelopment District for these areas. Potential amendments may include: Reduced minimum lot width, reduced front setback, increased building coverage, and increased building height (in a manner sensitive to the context of adjacent properties).

COMMUNITY DEVELOPMENT STRATEGY

Industry Centers

Regional commerce, industrial, and medical activity centers play a critical role in the City of Amsterdam by anchoring employment, supporting a diverse economic base, and providing essential services that serve both city residents and the broader Mohawk Valley. These centers attract regional investment, sustain jobs across a range of skill levels, and strengthen the City's fiscal capacity while reducing the need for residents to travel outside the community for healthcare, goods, and services.



Regional Commerce

The regional commerce area is a hub of large-scale commercial, lodging, travel-based, and industrial activity that caters to the traveling public as it as immediate and direct access to several major roadways, including I-90, Route 5S, and Route 30. This area is distinguished from the rest of the City in that it was developed in response to the widespread reliance on cars and semi-trucks for personal and commercial transportation. As a result, the area has high vehicular access and visibility, with limited internal connectivity between sites, low development efficiency, and significant areas of impervious surface. It is both visually and physically disconnected from downtown Amsterdam.

Desired Future Conditions

- Modernized employment and commercial hub supporting regional economic activity
- Improved internal circulation, shared access, and coordinated site design
- Opportunities for mixed commercial, flex-industrial, and supportive services
- Direct access from local transit services
- Integration of green infrastructure and site design practices that maximize the preservation of natural areas and mitigate stormwater impacts
- Increased wayfinding and multi-modal access to downtown to support local tourism



Source: DPZ CoDesign

Medical Campus Case Study

Providence Community Health District plan for a 132-acre medical campus dominated by surface parking lots near downtown Providence, Rhode Island.

The CNU Legacy Project team proposes transforming the parking area into a mixed-use neighborhood with new housing units, retail, hospitality, and green spaces. The plan aims to create walkable connections between major employment centers while maintaining necessary parking in concealed structures.

The context sensitive design also helps to ensure appropriate buffers and transitions to adjacent neighborhoods.

Medical Campus

The Medical Campus area is intended to support the long-term modernization and expansion of healthcare, research, and related services in a coordinated campus setting while remaining compatible with adjacent residential neighborhoods. This area has the potential to support a mix of clinical, employment, and support uses organized around shared open space, internal circulation, and high-quality design. Development within the campus should function as a cohesive district that enhances healthcare access, supports local employment, and minimizes land use conflicts through thoughtful transitions and buffering.

The City should evaluate the extent of the Medical Residential Neighborhood District boundaries and incorporate campus style design considerations.

Elements of Campus Design

- Height and massing transitions adjacent to residential areas, including step-backs and lower building heights at edges
- Landscaped buffers, tree canopy, and screening along neighborhood-facing boundaries
- Internal street networks and pedestrian connections rather than single large blocks
- Shared parking structures and limited surface parking along public streets
- Coordinated wayfinding and design plans to direct visitors to parking, services, etc.
- Direct, multi-modal access, including leveraging nearby transit stations (bus and rail)

Light Industrial

Despite its name, the Light Industrial areas are the largest scale active industrial and manufacturing operations in the City located near the rail line and utility infrastructure along Highway 5. The area to the north of Highway 5 is largely isolated, as it is surrounded by woodlots and greenspace. The area south of Highway 5 is more developed and directly abuts residences to the west.

Desired Future Conditions

- Continued support for modern industrial and advanced manufacturing uses
- Ample buffering and transitions to residential, as well as screening of parking, loading, and outdoor operations from the public right-of-way
- Preserved natural areas and incorporation of green infrastructure
- Limited outdoor operations, especially where adjacent to residential uses

COMMUNITY DEVELOPMENT STRATEGY

Natural Environment

The City is shaped by the Mohawk River, associated floodplains, steep slopes, and wooded hillsides that define its historic settlement pattern and continue to influence where and how development can occur. These natural features constrain development in some areas while creating strong opportunities for recreation and tourism in others. Protecting water resources, managing flood risk, and integrating green infrastructure into redevelopment efforts will be essential to guiding future land use that is both environmentally resilient and economically productive.



Parks & Greenspace

These areas include the various trail segments, parks, natural areas, and open spaces across the City, including the undisturbed woodlots and conserved lands with limited or restricted development potential. While there is some connectivity between these greenspaces via trails and on-street pedestrian connections, the overall “greenway” network is fragmented, lacking continuous public access.

Topography and drainage patterns limit large-scale greenfield development while reinforcing the importance of compact growth, reinvestment, and adaptive reuse within already developed areas. Steep slopes and erosion-prone areas constrain intensive development but provide opportunities for scenic open space, green infrastructure, and trail connections that enhance neighborhood quality of life.

Environmental features such as floodplains, wetlands, and riparian corridors play a critical role in stormwater management, habitat protection, and climate resilience, shaping future land use by encouraging preservation and low-impact uses along waterways. Together, these natural resources support a land use strategy focused on waterfront revitalization, greenways and blueways, and targeted redevelopment that balances economic growth with environmental stewardship and long-term resilience.

Although addressed independently as a CDS character area, the future use and preservation of these spaces should be integrated into the planning and investment of the other character areas which they surround and abut.

Key Strategies to Leverage Parks & Greenspaces

- **Downtown & Main Street Transition:** Riverfront promenades, trail connections, and public spaces supporting economic activity and tourism.
- **Mixed Use Industrial Redevelopment:** Blueway-oriented redevelopment that incorporates public access, green buffers, and stormwater management.
- **Residential Neighborhoods:** Neighborhood-scale greenway connections improving walkability, health, and quality of life.
- **Regional Connectivity:** Linkages to regional trail systems, waterways, and open space networks to strengthen Amsterdam’s role as a gateway community.

Tree Canopy Benefits & Opportunities

Amsterdam’s urban tree canopy provides shade, improves air quality, reduces heat island effects, and helps manage stormwater.

The City should consider taking steps to further protect and expand its tree canopy through strategic planting, preservation, and replanting efforts to enhance tree equity and resiliency.

These efforts may help sustain canopy levels along streets and throughout residential neighborhoods, further leveraging the ecological, societal, and economic benefits.


Today,

1,413 acres or about 38% of Amsterdam’s land area is covered by trees. Every year, this tree canopy provides the following:

 **\$958,992**
of economic benefits

 **5,173 tons**
of CO₂ equivalent sequestered

 **58,762 pounds**
of air pollutants removed

 **15 mil. gallons**
of avoided runoff

 **23 Olympic pools**
of rainfall absorbed by tree roots and kept out of storm sewers


Tomorrow...


a 10% increase or about 141 acres of added canopy area would add the following in tree benefits:

 **\$34,852**
of economic benefits

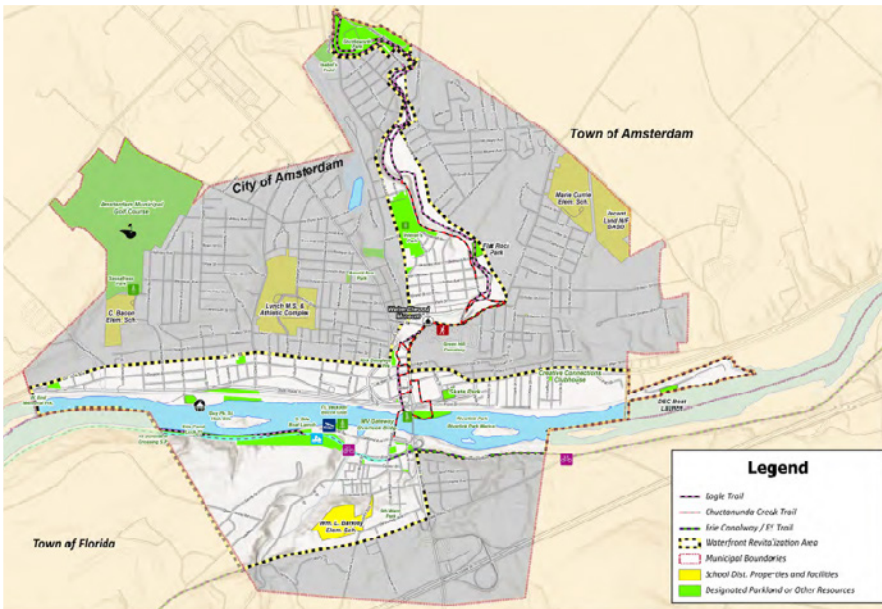
 **5,556 tons**
of carbon stored

 **6,688 pounds**
of air pollutants removed

 **1.5 mil. gallons**
of avoided runoff

 **Try it for yourself!**
This data was generated by iTree, a free tool from USFS that estimates tree canopies and benefits. Visit itreetools.org for more info!

COMMUNITY DEVELOPMENT STRATEGY



WRA Waterfront Revitalization Area

Within the City’s Local Waterfront Revitalization Program (LWRP) is a defined Waterfront Revitalization Area (WRA). The map at left from the LWRP Study shows the extent of the WRA in white.

These water resources are inextricably linked to the parks, open space, and recreational assets within the City. Together, they may create a network of greenways and blueways throughout Amsterdam that not only connect people to nature, but also serve a myriad of economic, health, and ecological benefits.

Waterfront & Blueways

These areas include the Mohawk River and associated streams, floodplains, and waterfront lands that together define a natural framework of blueways across the City. These are important areas to consider as part of the CDS as they are ecologically sensitive, subject to flooding, erosion, and water quality concerns. However, they also present great opportunities for increased connection between neighborhoods and activity centers to the Mohawk River through public access, trails, and water-based recreation. Future land use along these corridors can support mixed-use redevelopment, tourism, and environmental restoration while preserving floodplains as functional open space. By integrating blueways with green infrastructure and walkable development, the waterfront can serve as both an economic asset and a resilient natural system.

City of Amsterdam | Local Waterfront Revitalization Program (LWRP)

The City’s LWRP should be considered an integrated part of this CDS, helping to guide future investment and decision-making for all areas within the Waterfront Revitalization Area (WRA). All future actions should be evaluated for consistency with the LWRP policies in accordance with Chapter 241 (Waterfront Revitalization) of the City of Amsterdam Code. There are a total of 44 policies outlined in the LWRP, covering 11 general areas of concern. This includes:

- Development Policies (1-6)
- Fish and Wildlife Policies (7-10)
- Flooding and Erosion Hazards Policies (11-17)
- General Policy (18)
- Public Access Policies (19 and 10)
- Recreation Policies (21 and 22)
- Historic and Scenic Resources Policies (23-25)
- Agricultural Lands Policy (26)
- Energy and Ice Management Policies (27-29)
- Water and Air Resources Policies (30-43)
- Wetlands Policy (44)

AMSTERDAM'S SUCCESSES

Recent Projects Building Investment Momentum

Overview

Since the completion of the Pedestrian Bridge, the City of Amsterdam has experienced meaningful momentum in economic development, placemaking, and private investment.

Southside / Fifth Ward Revitalization

The Southside has seen notable restaurant growth, including Lorenzo's Italian Restaurant and L'Ultimo, both family-operated establishments that attract strong regional followings. The historic Armory building has undergone significant private reinvestment and now offers boutique accommodations and elegant dining space. The annual Italian Festival continues to be a well-attended and celebrated community tradition.

Riverfront & Riverlink Park

Riverfront development has strengthened the connection between Downtown and the Southside. Riverlink Park now hosts regular live music events, annual cultural festivals, and fireworks displays, drawing residents and visitors alike. Public art installations and ongoing volunteer efforts by the Riverlink Committee have enhanced the waterfront as a major community asset.

Recent and Ongoing Development Projects

- Amsterdam Municipal Golf Club – A new state-of-the-art facility expected to open in Fall 2025
- Senior Housing on Edwards Street – New 55+ rental development currently under construction
- Aurora Development (East Main Street) – Approved mixed-use rehabilitation restoring historic architecture
- Boogie Lab Bakery & Brewery (Forest Avenue) – Planned European-inspired bakery and brewery concept
- Creekside Restaurant – A popular dining destination off Forest Avenue
- Chad Majewski Realty – Redevelopment of a former gas station into a modern commercial space
- Lyon Street Bar & Grill – Revitalization of a formerly struggling restaurant
- Lusso Motors & Auto Sales (2024) – Renovation of an older building into a high-quality auto sales facility

These investments reflect growing confidence in the City's future.

LOOKING FORWARD

Amsterdam possesses strong assets: its waterfront, rail access, proximity to Saratoga, Albany, and a regional airport, and a community that takes pride in itself.

The next strategic challenge is attracting higher-end residential development and expanded housing options.

Other communities have successfully repositioned themselves and exploring similar strategies may help Amsterdam build on its current momentum.



Edward Street Senior Housing Project Rendering

End of Draft Plan

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

Referral Number _____
 assigned by the MCPB upon
 acceptance of referral for review

This Referral must be received SEVEN CALENDAR DAYS prior to the MCPB meeting date in order for it to be placed on the agenda.
Town of AMSTERDAM

TO: Montgomery County Planning Board,
 Old County Courthouse,
 PO Box 1500, Fonda, New York 12068
 Phone: 518-853-8334
 Fax: 518-853-8336

FROM: Municipal Board: PLANNING BOARD
 Referring Officer: PB SECRETARY
 Mail original resolution to: _____
Town of AMSTERDAM
283 MANNYS CORNER RD, AMSTERDAM
NY

1. Applicant: RANDY & SIMON HULBERT Site Address: 353 MORROW ROAD AMSTERDAM
3. Tax Map Number(s): 26-4-1.1 4. Acres: 10.3
5. Is the site currently serviced by public water? Yes No
6. On-site waste water treatment is currently provided by: Public Sewer or Septic System
7. Current Zoning: Agriculture 8. Current Land Use: VACANT
9. Project Description: Build a single story house, approx 1516 sq ft
ATTACHED GARAGE, APPROX 1500 sq ft
ADU for daughter, approx 1000 sq ft

10. MCPB Jurisdiction:

- Text Adoption or Amendment Site is located within 500' of: _____
- a municipal boundary.
 - a State or County thruway/highway/roadway
 - an existing or proposed State or County park/recreation area
 - an existing or proposed County-owned stream or drainage channel
 - a State or County-owned parcel on which a public building or institution is situated
 - a farm operation within an Agricultural District (Incl. Ag data Statement) (does not apply to area variances)

11. PUBLIC HEARING: Date: 5/6/26 Time: 6:55 Location: Town Hall
Town of Amsterdam
283 MANNYS CORNER RD
AMSTERDAM, NY 12010

Referred Action(s)

If referring multiple, related actions, please identify the referring municipal board if different from above.

12. Text Adoption or Amendment Referring Board: _____
 Comprehensive Plan Local Law Zoning Ordinance Other _____

13. Zone Change Referring Board: _____
 Proposed Zone District: _____ Number of Acres: _____
 Purpose of the Zone Change: _____

14. Site Plan Project Site Review Referring Board: _____
 Proposed Improvements: _____
 Proposed Use: _____

Will the proposed project require a variance? Yes No Type: Area Use
 Specify: _____

Is a State or County DOT work permit needed? If Yes : State or County No
 Specify: _____

15. Special Permit

Referring Board:

Section of local zoning code that requires a special permit for this use: ARTICLE VII - SECTION 24

Will the proposed project require a variance? Yes No Type: Area Use

16. Variance

Referring Board:

Area Use

Section(s) of local zoning code to which the variance is being sought: _____

Describe how the proposed project varies from the above code section: _____

SEQR Determination

Action:

Finding:

- Type I
- Type II
- Unlisted Action
- Exempt

- Positive Declaration – Draft EIS
- Conditional Negative Declaration
- Negative Declaration
- No Finding (Type II Only)

SEQR determination made by (Lead Agency): NOT DETERMINED YET Date: _____

REQUIRED MATERIAL

Send 3 copies of a "Full Statement of the Proposed Action" which includes:

All materials required by and submitted to the referring body as an application

- If submitting site plans, please submit only 1 large set of plans, and 12 11x17 packets.
- All material may be submitted digitally as well at <http://www.mcbdc.org/planning-services/montgomery-county-planning-board-referrals/>

This referral, as required by GML §239 l and m, includes complete information, and supporting materials to assist the Montgomery County Planning Board (MCPB) in its review. Recommendations by MCPB shall be made to the Referring Body within thirty days of receipt of the Full Statement.

Darlene Ambrose
Name, Title & Phone Number of Person Completing this Form

4/2/20
Transmittal Date

Planning Board Secretary
518-842-1217

This side to be completed by Montgomery County Planning.

REFERRAL FORM
MONTGOMERY COUNTY PLANNING BOARD

TO: _____

Receipt of 239-m referral is acknowledged on _____. Please be advised that the Montgomery County Planning Board has reviewed the proposal stated on the opposite side of this form on _____ and makes the following recommendation.

- Approves

- Approves (with Modification)

- Disapproves:

- No significant County-wide or inter-community input

- Not subject to Planning Board review

- Took no action

Section 239-m of the General Municipal Law requires that within thirty days after final action by the municipality is taken; a report of the final action shall be filed with the County Planning Board.

Date

Kenneth F. Rose, Director
Montgomery County Dept. of Economic
Development and Planning

email r_shulbert@yahoo.com



TOWN OF AMSTERDAM

283 Manny's Corner Road
Amsterdam, NY 12010

Phone: 518-842-7961 • Fax: 518-843-6136
www.townofamsterdam.org

APPLICATION FOR ZONING/USE PERMIT

APPLICATION DATE: 03/13/2026

ZONE: Aq

APPLICATION #: 26-021

FEE PD: \$25/lot (025)

TAX MAP NO.: 26-4-1.12

1.) PROPERTY/BUILDING LOCATION: 353 Morrow Road Amsterdam, NY 12010

2.) PROPERTY OWNER'S NAME: Randy & Sharon Hulbert TELEPHONE: 518 705 9911
518 848 8245

ADDRESS: 592 North Green Rd
Sprakers, NY 12166

3.) APPLICATION IS HEREBY MADE FOR: (Check ALL that are applicable)

- NEW CONSTRUCTION
- RESIDENTIAL
 - 1 FAMILY
 - 2 FAMILY
 - MULTIPLE
- COMMERCIAL

- MOBILE HOME INSTALLATION
- MODULAR HOME INSTALLATION
- GARAGE ATTACHED GARAGE
- ACCESSORY BUILDING/STORAGE SHED
- CHIMNEY CONSTRUCTION
- SOLID FUEL BURNING DEVICE
- STOVE INSERT
- POOL IN GROUND ABOVE GROUND
- SEPTIC SYSTEM WELL
- OTHER: _____

- PLANNED UNIT DEVELOPMENT
- KENNEL/STABLES
- HOME OCCUPATION
- OUTDOOR FURNACES
- SOLAR COLLECTORS + INSTALLATIONS
- WIND ENERGY FACILITIES

- RENOVATION, ALTERATION, CONVERSION
 - RESIDENTIAL
 - COMMERCIAL

- COMMERCIAL OCCUPANCY (WITH NO RENOVATIONS) INSPECTION ONLY
- DEMOLITION
 - COMMERCIAL OR RESIDENTIAL (CHECK ONE)
 - METHOD OF DEMOLITION: _____
 - PLACE OF DEBRIS DISPOSAL: _____
 - DISCONNECTION DATE OF UTILITIES: _____

4.) THE FOLLOWING DESCRIPTION OF THE USE FOR THIS PROPERTY, FOR WHICH APPLICATION IS MADE HERewith, IS SUBMITTED: House, attached garage, ADU for family member

5.) SITE INFORMATION (THE FOLLOWING INFORMATION MUST BE PROVIDED ALONG WITH DETAILED PLOT PLAN)

A.) DIMENSIONS OF LOT: FRONTAGE _____ REAR _____ RIGHT SIDE _____ LEFT SIDE _____
ACREAGE 1.03

B.) IS THIS A CORNER LOT? YES OR NO

C.) WILL THE GRADE OF THIS LOT BE CHANGED AS A RESULT OF THIS CONSTRUCTION? YES OR NO

IF "YES", DESCRIBE AND SHOW ON PLOT PLAN

D.) PUBLIC WATER OR PRIVATE WELL

E.) SEWER OR PRIVATE SEPTIC

*** SEPERATE PERMITS ARE REQUIRED FOR PUBLIC WATER AND SANITARY SEWER

F.) DISTANCE FROM LOT LINES: FRONT 294 ft REAR _____ RIGHT SIDE 250 ft LEFT SIDE _____

6.) TYPE OF CONSTRUCTION: (CHECK ALL THAT APPLY)

STYLE: RANCH RAISED RANCH SPLIT LEVEL CAPE COD COLONIAL DUPLEX

OTHER: _____

BASEMENT (CHECK ONE): FULL CRAWL SLAB

GARAGE: 1 STALL 2 STALL 3 STALL PRIVATE PUBLIC

THE ACCESSORY BUILDING WILL BE AS FOLLOWS; DESCRIPTION: In law dwelling

in daughter
 DIMENSIONS: FRONT WIDTH: _____ SIDE LENGTH: _____ HEIGHT: _____

7.) CONTRACTOR'S NAME: _____ DAY PHONE: (_____) _____
MAILING ADDRESS: _____

(ALL CONTRACTORS MUST PROVIDE PROOF OF WORKERS COMPENSATION AND LIABILITY INSURANCE)

8.) ESTIMATED VALUE OF ALL WORK (LABOR & MATERIALS): \$ _____

9.) SIGNATURE OF PROPERTY OWNER: Landy Hulbert Maura Heeber

I CERTIFY THAT THE CONSTRUCTION PLANS AND ALL OTHER INFORMATION SUBMITTED AS PART OF THIS APPLICATION ARE ACCURATE.

10.) FOR OFFICE USE ONLY:

DATE APPROVED: _____

DATE DENIED: 3/13/2022

SIGNATURE: [Signature]
(ZONING OFFICER)

PERMIT EXPIRES: _____

DENIED AND REFERRED TO PLANNING BOARD
 DENIED AND REFERRED TO ZONING BOARD OF APPEALS

NOTES OR COMMENTS: ADU requires Site Plan approval and
Special Use Permit -> Planning Board

2/10/2011

Application #: 2026-021
Date: 2-13-26

Town of Amsterdam
Planning Board
Application to the Planning Board

A completed Application must be filed at least fourteen (14) days prior to the meeting at which it is to be considered by the Planning Board, including all applicable attached information.

Applicant: Randy & Sharon Hulbert (must be property owner)
Address: 592 North Green Road Sprakers, NY 12166
Applicant's Representative: _____
(if applicable)
Address: _____

Phone: (518) 705-9911 518 848 8245 Phone: ()
e-mail: rshulbert@yahoo.com
Professional Advisor: _____ Other: _____
(i.e. Engineer, Architect, Surveyor, etc.) (if appropriate, please specify)
Address: _____ Address: _____

Phone: () _____ Phone: () _____

Property Location
Address: _____
General Location: _____
Zoning District: _____
Tax Parcel ID # (SBL) 26-4-1.1

- Type of Application (please check appropriate box(s)):
- Subdivision
 - Site Plan
 - Special Use Permit
 - Planned Unit Development Review (formal action required by Town Board)

Attached please find Appendix A-SEQR compliance, and Appendix B-Ag. Data Statement compliance. Compliance with these items is required under the applicable NYS Laws, a brief explanation is included in the appendices to assist the applicant. For specifics on submission/application requirements, procedures, time frames, etc., the applicant should refer to the applicable Town regulations (Zoning, Subdivision, etc.) and/or NYS law (SEQR, Ag. & Markets, General Municipal, etc.).

Randy Hulbert Applicant Date 3/12/26
Sharon Hulbert Applicant's Representative Date

Application #: _____
Date: _____

For Office Use Only

Application Fee: \$ 75 / 350

Engineering Fees: \$ _____ Description: _____

Other Fees: \$ _____ Description: _____

Total Amount Received: \$ _____

Check # (s)/Date: _____

Received By: _____

Total Amount Returned (engineering fees): \$ _____ Description: _____

For Planning Board Use Only

The Planning Board held a Public Hearing on _____ (day) of _____ (date),
_____ (year) in consideration of this application.

The application is hereby:

- approved
- approved with modifications
- disapproved

Modifications and comments: _____

Chairman, Town of Amsterdam Planning Board

Date

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information			
Name of Action or Project: <i>House, garage and ADU</i>			
Project Location (describe, and attach a location map): <i>353 Morrow Rd, Amsterdam, NY 12010 tax Map 26-4-11</i>			
Brief Description of Proposed Action: <i>To build a house single story primary dwelling approx. 1516 sq ft Attached garage approx 1300 sq ft ADU for daughter approx 1,000 sq</i>			
Name of Applicant or Sponsor:		Telephone:	
		E-Mail:	
Address:			
City/PO:		State:	Zip Code:
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval:		NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		<i>5</i> acres	
b. Total acreage to be physically disturbed?		<i>less than 5</i> acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		<i>103</i> acres	
4. Check all land uses that occur on, adjoining and near the proposed action.			
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____			
<input type="checkbox"/> Parkland			

	NO	YES	N/A
5. Is the proposed action, a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are public transportation service(s) available at or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the proposed action located in an archeological sensitive area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input checked="" type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100 year flood plain?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input type="checkbox"/> YES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: <input type="checkbox"/> NO <input type="checkbox"/> YES _____ _____			

18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____ _____ _____	NO	YES
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____ _____	NO	YES
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____ _____	NO	YES

I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor name: Randy J. Hulbert Date: 3/12/26

Signature: Randy J. Hulbert

Sharon A. Hulbert
Sharon A. Hulbert

Project: Date:

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project: _____

Date: _____

Short Environmental Assessment Form Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

<input type="checkbox"/> Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.	
<input type="checkbox"/> Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.	
_____ Name of Lead Agency	_____ Date
_____ Print or Type Name of Responsible Officer in Lead Agency	_____ Title of Responsible Officer
_____ Signature of Responsible Officer in Lead Agency	_____ Signature of Preparer (if different from Responsible Officer)

Appendix B -- Ag Data Statement

MONTGOMERY COUNTY AGRICULTURAL DATA STATEMENT

Agricultural District Number: _____

Date Of Statement Completion: _____

Date of Referral to Montgomery County Planning Board: _____

Date of Submission to Ag & Farmland Protection Board: _____

Do Not Write Above This Line

APPLICANT: Randy & Sharon Hulbert APPLICANT'S AGENT: _____

ADDRESS: 592 North Green Rd ADDRESS: _____

Sprakers, NY 12116

PHONE NO.: 518-705-9911 Randy PHONE NO.: _____

518-848-8245 Sharon

LOCATION OF PROPOSED PROJECT:

TAX MAP NUMBER: 261-4-1.1

TOWN: Amsterdam ROAD: 353 Morrow Rd, Amsterdam NY 12010

Description of Proposed Project: _____

Primary Dwelling house. Single story approx. 1516 sq ft

Attached 3 car garage approx. 1300 sq feet

A.D.U single story for daughter approx. 1,000 sq ft

List all farm operations which are within an Agricultural District and are located within 500 feet of the boundary of the property which proposes a project, ("FARM OPERATION" means the land used in agricultural production, farm buildings, equipment and farm residential buildings.)

NAME: _____

NAME: _____

ADDRESS: _____

ADDRESS: _____

Tax Map No. _____

Tax Map No. _____

NAME: _____

NAME: _____

ADDRESS: _____

ADDRESS: _____

Tax Map No. _____

Tax Map No. _____

(For additional information, please use back of this sheet)

PLANNING BOARD CONCEPT SUBMISSION

353 Marrow Road

Amsterdam, NY 12010

Owner: Randy Sr. and Sharon Hulbert

Contact: 518-705-9911

Primary Parcel (Proposed House Location): 1715

Additional Parcels Shown on Aerial: 1688 and 1687

PROJECT OVERVIEW

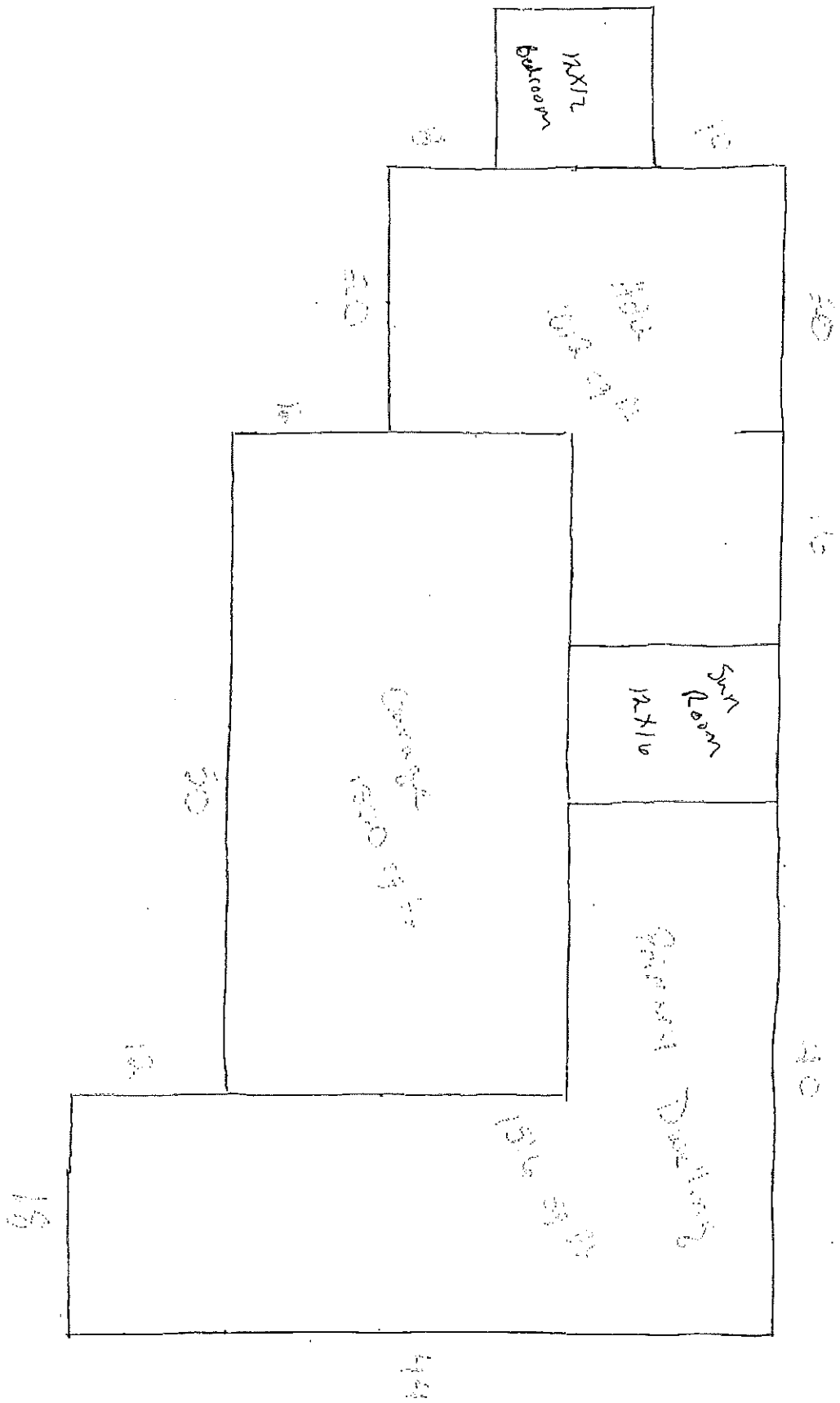
This submission outlines the proposed construction of a single-family residence with an attached accessory dwelling unit (ADU) for family use on a 103-acre parcel located at 353 Marrow Road, Amsterdam, New York.

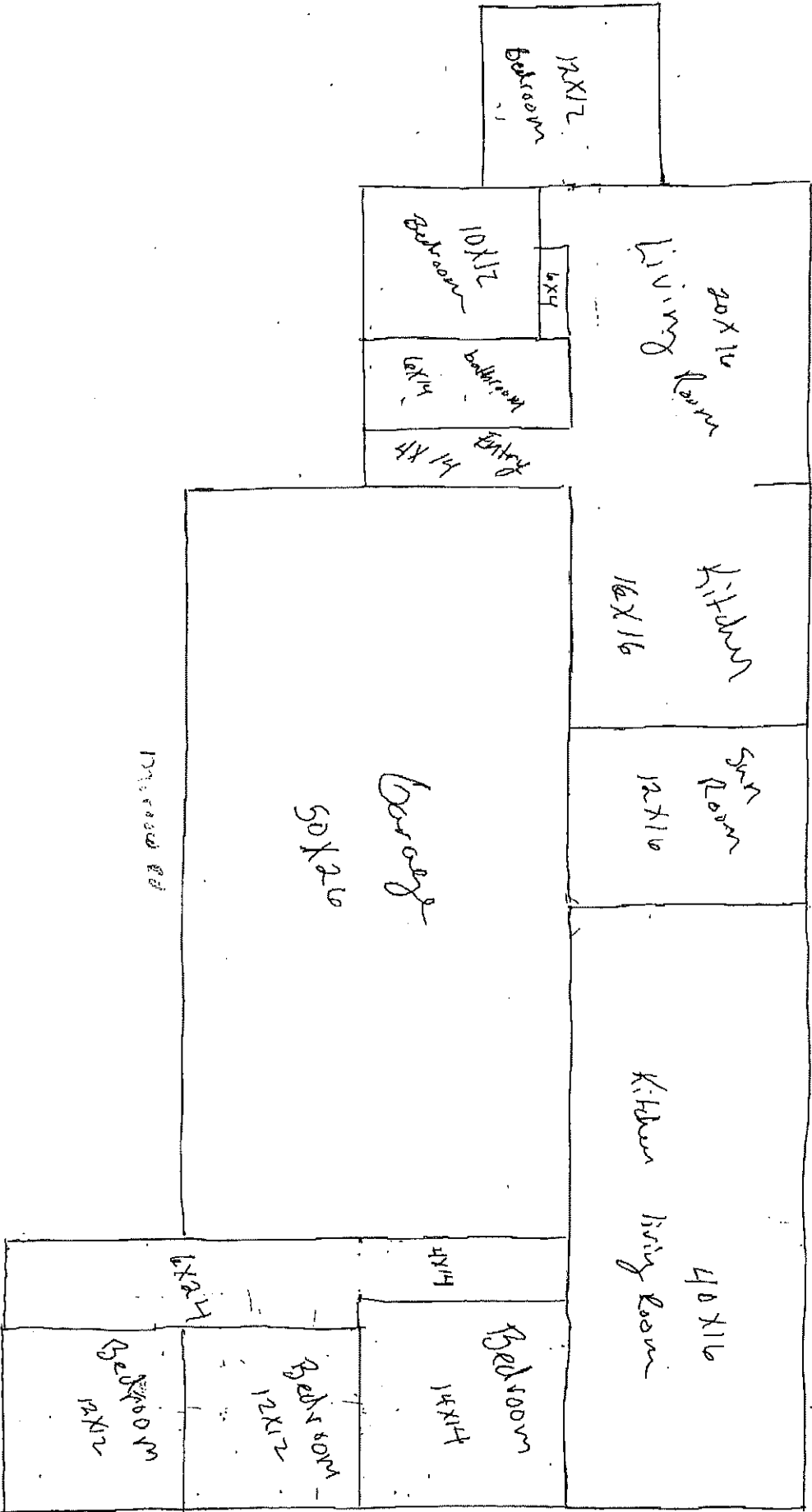
This document and accompanying drawings are conceptual in nature and are provided for Planning Board review only. Final architectural drawings and engineering details will be prepared as required during the building permit process.

PROPOSED STRUCTURE

- Single-story primary residence (approximately 1,516 square feet, including sunroom)
- Attached three-car garage (approximately 1,300 square feet)
- Attached single-story ADU (approximately 1,000 square feet, slab-on-grade)
- 12 x 16 sunroom connector between the primary residence and ADU
- Single-story structure over a full basement (no walkout)
- One driveway entrance from Marrow Road
- Existing well to remain in use
- New septic system to be installed

The ADU is intended for family use. The property will remain under single ownership with shared driveway and utilities.





Diagram

Master of



mapbox

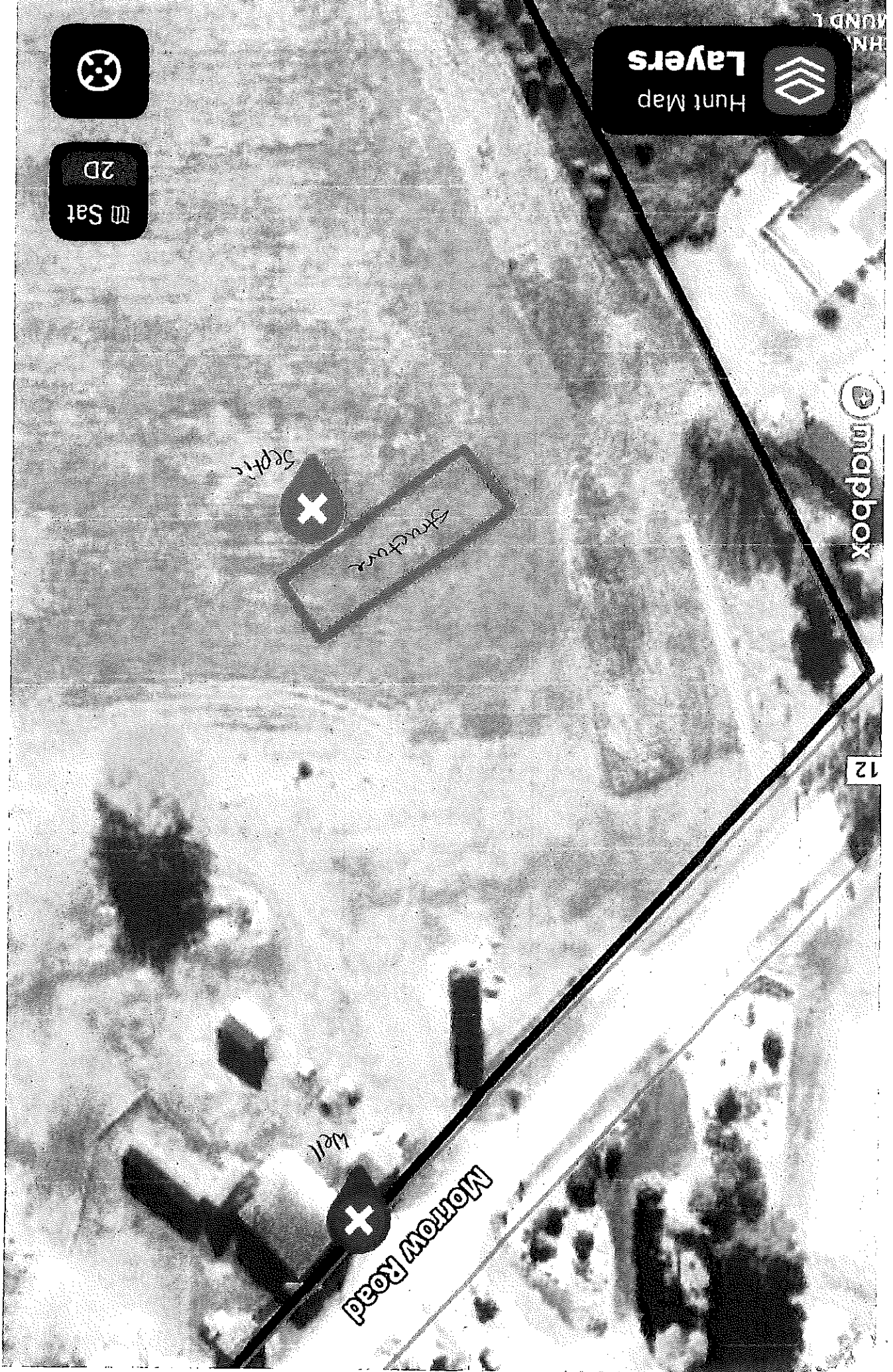
12



Septic



Well





SANDY
ANTHONY
G

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

Referral Number _____
assigned by the MCPB upon
acceptance of referral for review

This Referral must be received SEVEN CALENDAR DAYS prior to the MCPB meeting date in order for it to be placed on the agenda.

TO: Montgomery County Planning Board,
Old County Courthouse,
PO Box 1500, Fonda, New York 12068
Phone: 518-853-8334
Fax: 518-853-8336

FROM: Municipal Board: Town of Amsterdam
PLANNING BOARD
Referring Officer: SECRETARY
Mail original resolution to: Town of Amsterdam
283 MANNY'S CORNER ROAD
AMSTERDAM NY 12010

1. Applicant: AMSTERDAM CREMATIONS & FUNERALS LLC 2. Site Address: 4834 STATE Hwy 30 AMSTERDAM
3. Tax Map Number(s): 24.16-1-20 4. Acres: _____
5. Is the site currently serviced by public water? Yes No
6. On-site waste water treatment is currently provided by: Public Sewer or Septic System
7. Current Zoning: B-1 8. Current Land Use: VACANT
9. Project Description: SMALL FUNERAL and CREMATION CENTER

10. MCPB Jurisdiction:

- Text Adoption or Amendment Site is located within 500' of: RT 30
- a municipal boundary.
 - a State or County thruway/highway/roadway
 - an existing or proposed State or County park/recreation area
 - an existing or proposed County-owned stream or drainage channel
 - a State or County-owned parcel on which a public building or institution is situated
 - a farm operation within an Agricultural District (Incl. Ag data Statement) (does not apply to area variances)

11. PUBLIC HEARING: Date: 4/11/26 Time: 6:55 pm Location: Town Hall
Town of Amsterdam
283 MANNY'S CORNER RD
AMSTERDAM, NY.

Referred Action(s)

If referring multiple, related actions, please identify the referring municipal board if different from above.

12. Text Adoption or Amendment Referring Board: _____
 Comprehensive Plan Local Law Zoning Ordinance Other _____

13. Zone Change Referring Board: _____
Proposed Zone District: _____ Number of Acres: _____
Purpose of the Zone Change: _____

14. Site Plan Project Site Review Referring Board: PLANNING BOARD
Proposed Improvements: enhance site functionality
Proposed Use: SMALL FUNERAL & CREMATION CENTER

Will the proposed project require a variance? Yes No Type: Area Use
Specify: _____

Is a State or County DOT work permit needed? If Yes : State or County No
Specify: _____

15. Special Permit

Referring Board:

Section of local zoning code that requires a special permit for this use: _____

Will the proposed project require a variance? Yes No Type: Area Use

16. Variance

Referring Board:

Area Use

Section(s) of local zoning code to which the variance is being sought: _____

Describe how the proposed project varies from the above code section: _____

SEQR Determination

Action:

Finding:

- Type I
- Type II
- Unlisted Action
- Exempt

- Positive Declaration – Draft EIS
- Conditional Negative Declaration
- Negative Declaration
- No Finding (Type II Only)

SEQR determination made by (Lead Agency): NOT DETERMINED YET Date: _____

REQUIRED MATERIAL

Send 3 copies of a "Full Statement of the Proposed Action" which includes:

All materials required by and submitted to the referring body as an application

- If submitting site plans, please submit only 1 large set of plans, and 12 11x17 packets.
- All material may be submitted digitally as well at <http://www.mcdbc.org/planning-services/montgomery-county-planning-board-referrals/>

This referral, as required by GML §239 1 and m, includes complete information, and supporting materials to assist the Montgomery County Planning Board (MCPB) in its review. Recommendations by MCPB shall be made to the Referring Body within thirty days of receipt of the Full Statement.

Deborah Whitlock
Name, Title & Phone Number of Person Completing this Form

3/27/26
Transmittal Date

Planning Board Secretary
518-842-1217

This side to be completed by Montgomery County Planning.

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

TO: _____

Receipt of 239-m referral is acknowledged on _____. Please be advised that the Montgomery County Planning Board has reviewed the proposal stated on the opposite side of this form on _____ and makes the following recommendation.

- Approves

- Approves (with Modification)

- Disapproves:

- No significant County-wide or inter-community input

- Not subject to Planning Board review

- Took no action

Section 239-m of the General Municipal Law requires that within thirty days after final action by the municipality is taken; a report of the final action shall be filed with the County Planning Board.

Date

Kenneth F. Rose, Director
Montgomery County Dept. of Economic
Development and Planning

Town of Amsterdam
Planning Board
Application to the Planning Board

A completed Application must be filed at least fourteen (14) days prior to the meeting at which it is to be considered by the Planning Board, including all applicable attached information.

Applicant: Amsterdam Cremations ?
(must be property owner) Funerals LLC
Address: 100 Montgomery St
Canajoharie, NY 13317

Applicant's Representative: _____
(if applicable)

Address: _____

Phone: (518) 844-6428

Phone: () _____

Email: Nerissa517@gmail.com

Professional Advisor: _____

Other: _____

(i.e. Engineer, Architect, Surveyor, etc.)

(if appropriate, please specify)

Address: _____

Address: _____

Phone: () _____

Phone: () _____

Property Location

Address: 4834 State Hwy. 30 Amsterdam, NY 12010

General Location: Route 30 across from Lowes

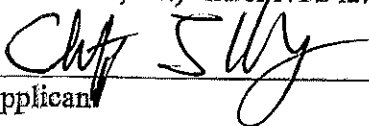
Zoning District: B1

Tax Parcel ID # (SBL) 24.1b-1-20

Type of Application (please check appropriate box(s)):

- Subdivision
- Site Plan
- Special Use Permit
- Planned Unit Development Review (formal action required by Town Board)

Attached please find Appendix A-SEQR compliance, and Appendix B-Ag. Data Statement compliance. Compliance with these items is required under the applicable NYS Laws, a brief explanation is included in the appendices to assist the applicant. For specifics on submission/application requirements, procedures, time frames, etc., the applicant should refer to the applicable Town regulations (Zoning, Subdivision, etc.) and/or NYS law (SEQR, Ag. & Markets, General Municipal, etc.).


1/19/26

Applicant Date Applicant's Representative Date

NERISSA517@GMAIL¹.COM

Application #: _____
Date: _____

For Office Use Only

Application Fee: \$ 25 - zoning
300 - site plan cut 264p
Engineering Fees: \$ _____ Description: _____
Other Fees: \$ _____ Description: _____

Total Amount Received: \$ 315
Check # (s)/Date: 1020.20
Received By: [Signature]
Total Amount Returned (engineering fees): \$ _____ Description: _____

For Planning Board Use Only

The Planning Board held a Public Hearing on _____ (day) of _____ (date),
_____ (year) in consideration of this application.

The application is hereby:

- approved
- approved with modifications
- disapproved

Modifications and comments: _____

Chairman, Town of Amsterdam Planning Board

Date

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information			
Name of Action or Project: Amsterdam Cremations & Funerals LLC -			
Project Location (describe, and attach a location map): 4834 State Hwy 30 Amsterdam, NY - Across from Lowes			
Brief Description of Proposed Action: Small funeral and cremation center			
Name of Applicant or Sponsor: Christopher Hanky		Telephone: 518-844-6428	
Address: 100 Montgomery St.		E-Mail: ncrissa517@gmail.com	
City/PO: Canaisharie		State: NY	Zip Code: 13317
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.		NO	YES
		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other governmental Agency? If Yes, list agency(s) name and permit or approval:		NO	YES
Needs approval from NYS Dept. of Health, Bureau of Funeral Directing		<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.a. Total acreage of the site of the proposed action?		.46 acres	
b. Total acreage to be physically disturbed?		.15 acres (gravel drive addition)	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		.46 acres	
4. Check all land uses that occur on, adjoining and near the proposed action.			
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____			
<input type="checkbox"/> Parkland			

	NO	YES	N/A
5. Is the proposed action, a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Are public transportation service(s) available at or <u>near</u> the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: <u>On-site well</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Is the proposed action located in an archeological sensitive area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100 year flood plain?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input type="checkbox"/> YES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)?</p> <p>If Yes, explain purpose and size: _____</p> <p>_____</p> <p>_____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?</p> <p>If Yes, describe: _____</p> <p>_____</p> <p>_____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?</p> <p>If Yes, describe: _____</p> <p>_____</p> <p>_____</p>	<p>NO</p> <p><input checked="" type="checkbox"/></p>	<p>YES</p> <p><input type="checkbox"/></p>
<p>I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</p>		
<p>Applicant/sponsor name: <u>Chris J. Christopher</u></p> <p>Signature: <u>Chris J. Christopher J. Hanley HANLEY</u></p>	<p>Date: <u>1/19/26</u></p>	

Project:

Date:

Short Environmental Assessment Form
Part 2 - Impact Assessment

Part 2 is to be completed by the Lead Agency.

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:		
a. public / private water supplies?	<input type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input type="checkbox"/>	<input type="checkbox"/>

Project: Date:

Short Environmental Assessment Form

Part 3 Determination of Significance

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

- Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
- Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

 Name of Lead Agency

 Date

 Print or Type Name of Responsible Officer in Lead Agency

 Title of Responsible Officer

 Signature of Responsible Officer in Lead Agency

 Signature of Preparer (if different from Responsible Officer)

PRINT FORM

Appendix B - Ag Data Statement

MONTGOMERY COUNTY AGRICULTURAL DATA STATEMENT

Agricultural District Number: _____

Date Of Statement Completion: _____

Date of Referral to Montgomery County Planning Board: _____

Date of Submission to Ag & Farmland Protection Board: _____

Do Not Write Above This Line

APPLICANT: _____ APPLICANT'S AGENT: _____

ADDRESS: _____ ADDRESS: _____

PHONE NO.: _____ PHONE NO.: _____

LOCATION OF PROPOSED PROJECT:

TAX MAP NUMBER: _____

TOWN: _____ ROAD: _____

Description of Proposed Project: _____

List all farm operations which are within an Agricultural District and are located within 500 feet of the boundary of the property which proposes a project, ("FARM OPERATION" means the land used in agricultural production, farm buildings, equipment and farm residential buildings.)

NAME: _____

NAME: _____

ADDRESS: _____

ADDRESS: _____

Tax Map No. _____

Tax Map No. _____

NAME: _____

NAME: _____

ADDRESS: _____

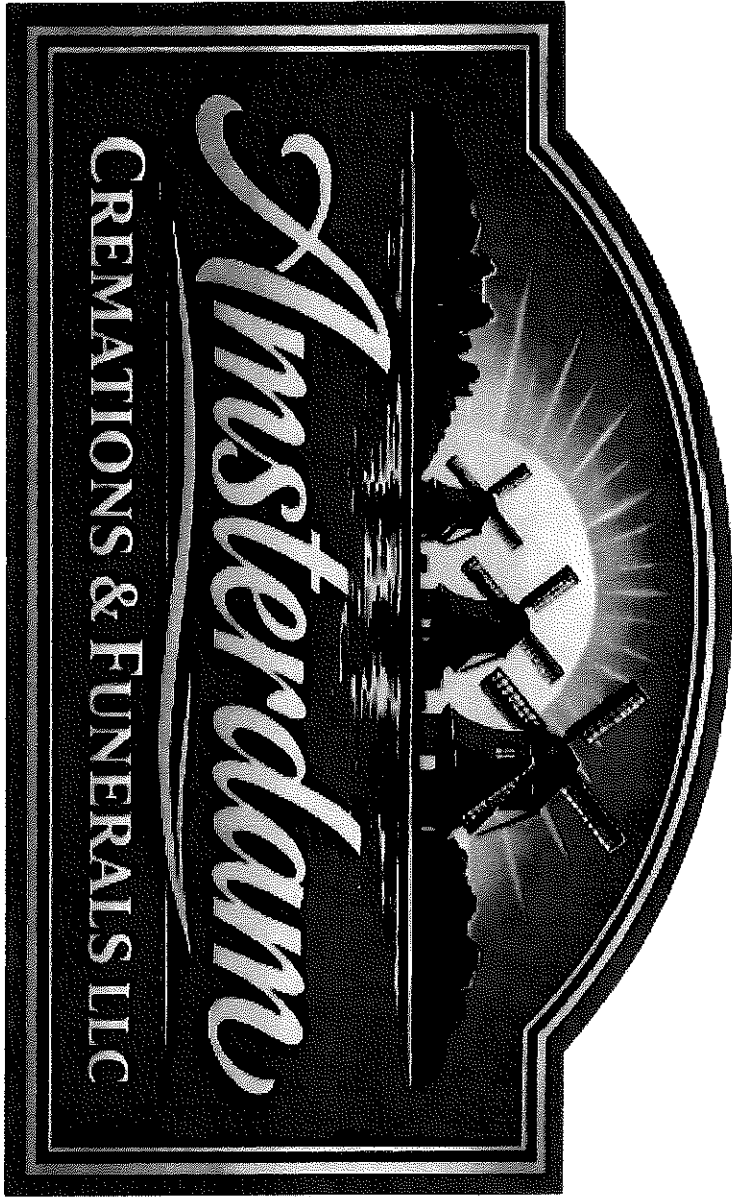
ADDRESS: _____

Tax Map No. _____

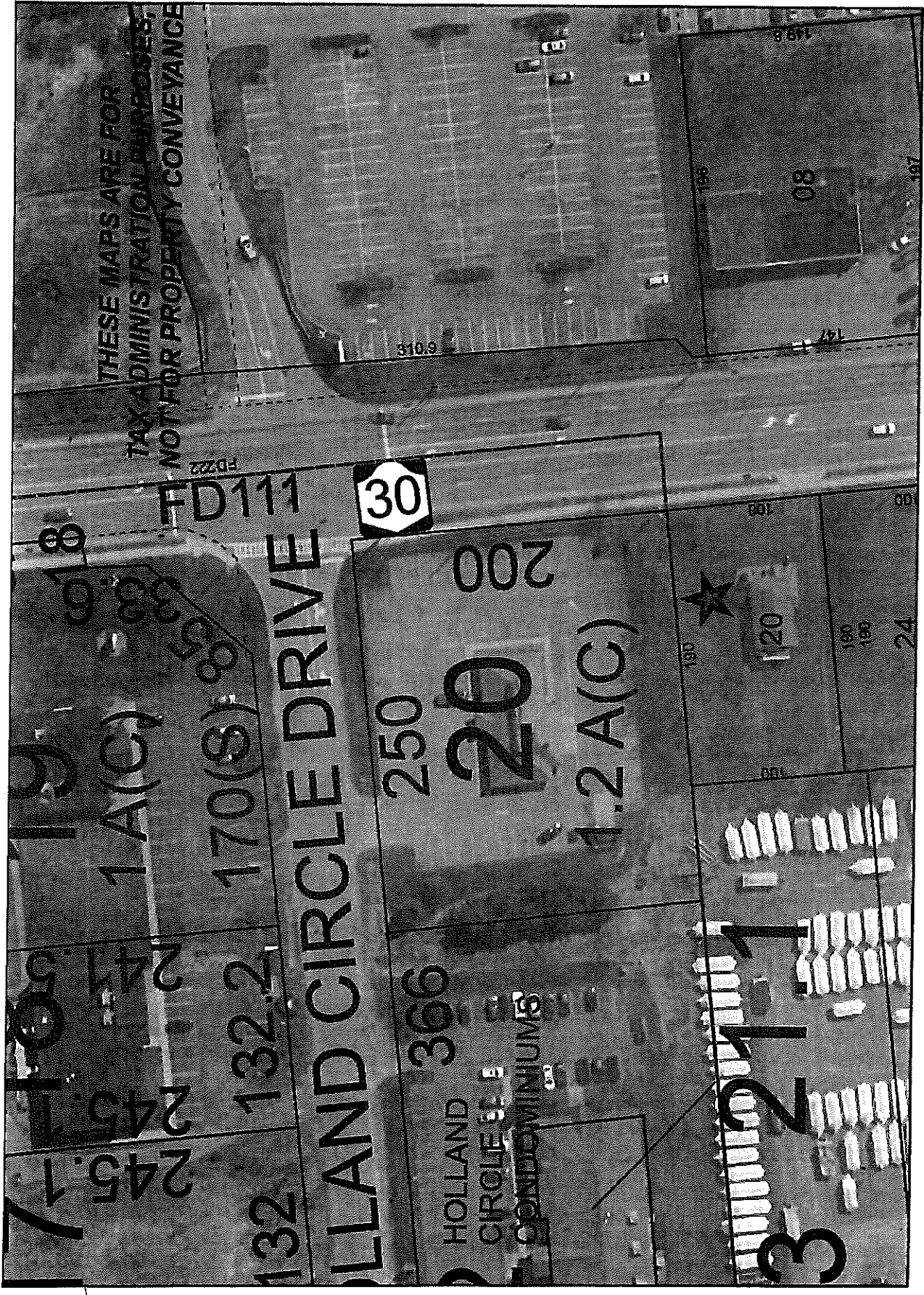
Tax Map No. _____

(For additional information, please use back of this sheet)





→ This of
Similar
Sign



THESE MAPS ARE FOR
 TAX ADMINISTRATION PURPOSES,
 NOT FOR PROPERTY CONVEYANCE

FD111
 FD222

30

HOLLAND CIRCLE DRIVE

HOLLAND
 CIRCLE
 CONDOMINIUMS

200
 250
 20
 1.2 A(C)

2411

24.16-1-20

Town of Amsterdam
 Susan S. Kennedy

1 inch = 75 feet
 Date: 10/30/2023



Amsterdam Cremations & Funerals LLC

Amsterdam Cremations & Funerals LLC is designed to meet the growing market demand for simple cremations and burials. Through modest and minimal modifications to the property, we will be able to provide the community with affordable, accessible options.

Our services are intended not only for families seeking a simple and dignified arrangement, but also for those who prefer services held in a church, a celebration-of-life gathering, or another appropriate venue. By focusing on simplicity and flexibility, we aim to support families with varying needs while remaining respectful of the surrounding community

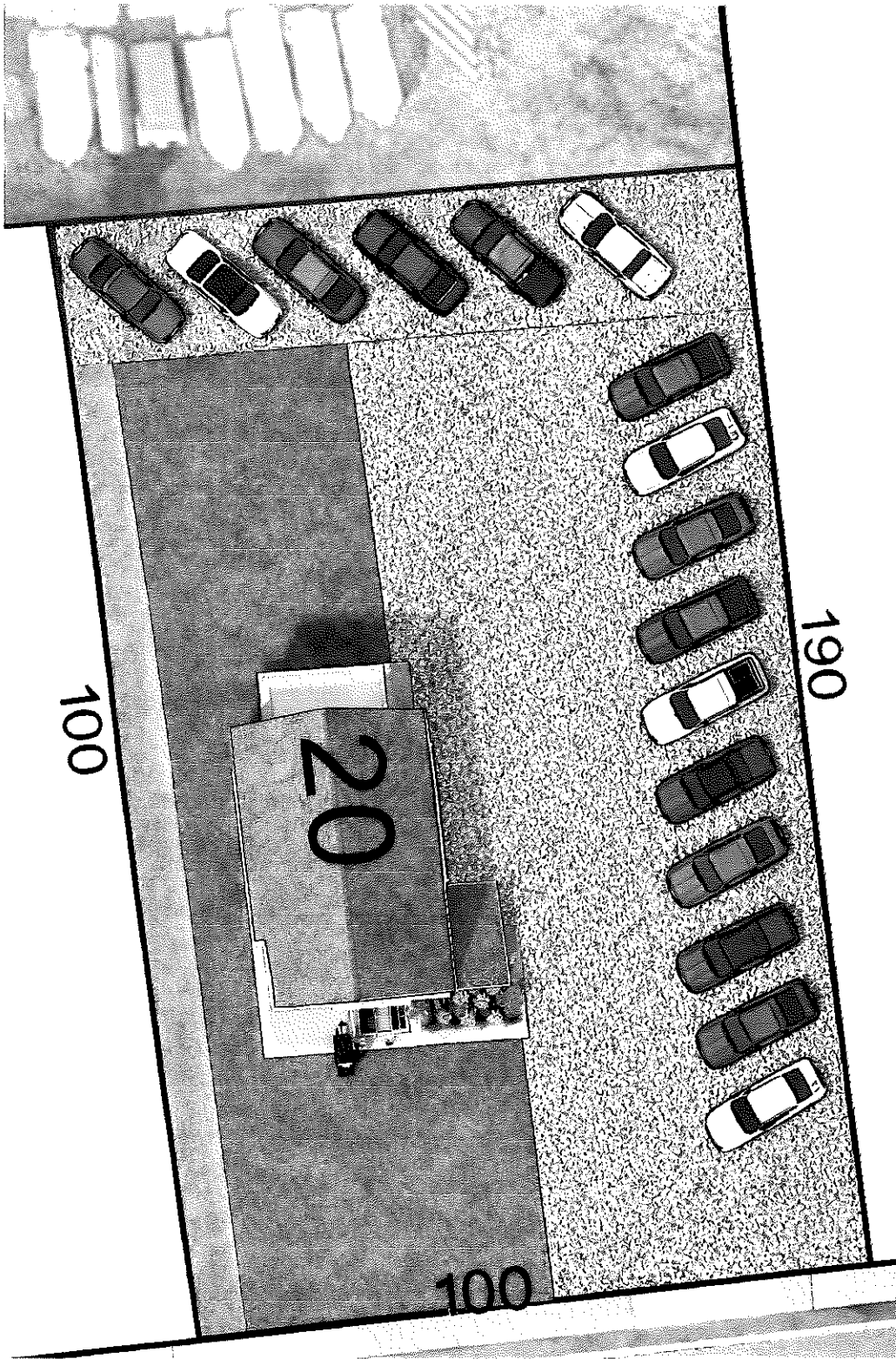
Amsterdam Cremations & Funerals LLC is proposed to address the increasing demand for simple cremation and burial services within the community. The operation is intentionally limited in scope and is designed to function with minimal impact on the surrounding neighborhood.

Only modest and necessary modifications to the existing property are proposed. These improvements are intended to enhance site functionality—specifically, to provide adequate on-site parking and safe access—while maintaining the character of the area.

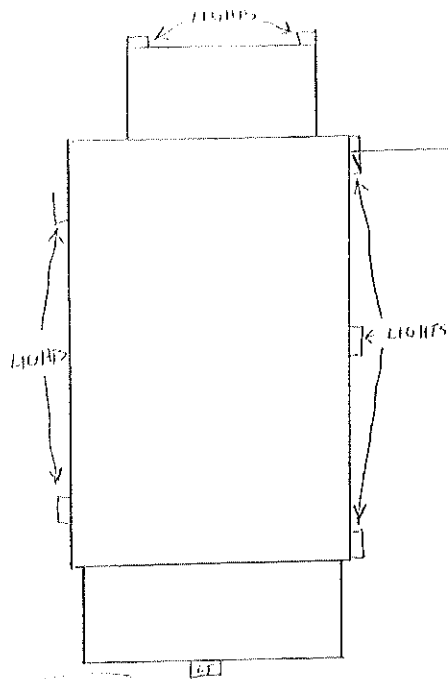
The business primarily serves families seeking straightforward, dignified arrangements. In many cases, services will occur off-site, such as in churches, cemeteries, or other approved venues for celebrations of life. As a result, on-site gatherings are limited in size for private services.

Existing Structure: The current building can be repurposed for the funeral home's internal operations, including:

- A viewing room or chapel area.
- Office space for consultations and administration.
- A preparation room (subject to local health and safety regulations).
- Restrooms and a small reception area.
- Parking Area: It currently has parking that meets the requirement of Funeral home (10 parking space plus 1 for the employee). The large grassy areas (front and side) can be converted to gravel for parking.
- Access: A single point of ingress/egress from the street would be ideal for traffic control.
- Layout: The Property currently has a paved parking lot meeting the requirements of 11 parking space. Additional Parking spaces will be added using gravel in the grass area, be angled to maximize capacity and ease of use. A potential layout could accommodate approximately 15-20 vehicles, depending on the exact dimensions.
- Aesthetics: Landscaping buffers (e.g., shrubs or small trees) could be added around the perimeter of the gravel lot to improve aesthetics and minimize visual impact on neighbors.
- Site Considerations:
 - Zoning: The current zoning is B1, a funeral home is a permitted use.
 - Accessibility: The facility must comply with the Americans with Disabilities Act (ADA) requirements for the building entrance.



REMOVE 4' of TOP SOIL
 REPLACE WITH LAYER WITH 4' OF
 COMPACTED CRUSHED ROCK DRAINING TO THE CURB



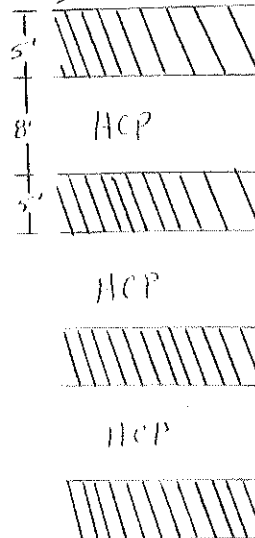
50 1/2"

T
B'

190'
 MINUS
 16 1/2'
 SET
 BACK

DO NOT ENTER

ONE WAY



EXIT



ENTER





Nerissa H. <nerissa517@gmail.com>

/S permitted water supplier

Donahue, Paul (HEALTH) - Paul.Donahue@health.ny.gov -
nerissa517@gmail.com - nerissa517@gmail.com

Tue, Feb 17 at 3:19PM

Hello Nerissa

I am emailing you in regards to your question about the proposed funeral home in the Town of Amsterdam. I have attached a link to the New York State Department of Health website for reference. The link is Part 5 Drinking Water Supplies, Subpart 5-1 Public Water Systems. It contains all the drinking water regulations that a facility must follow, if they are classified as a public water system.

The information you provided during our telephone conversation was that the funeral home would have 1 employee on site 2 days a week and 2 to 3 clients, two to three times a month.

Given this information the proposed funeral home would not meet the qualifications as a community or non-community water system at this time and therefore, would not be regulated by the Department of Health.

Paul Donahue

Pronouns: he, him, his

Senior Sanitarian

NYS Department of Health

Herkimer District Office

5665 State Route 5

Herkimer, NY 13350

(315) 866-6879 (o)

paul.donahue@health.ny.gov

health.ny.gov



Merissa H. <merissa517@gmail.com>

IYS permitted water supplier

Merissa H. <merissa517@gmail.com>
re: Donahue, Paul (HEALTH) - Paul.Donahue@health.ny.gov

Tue, Feb 17 at 5:12 PM

Hello Paul
Thank you for responding
We will be having private goodbyes for families at times.
Possibly under 25 people per family.
When we spoke you said that would be fine.
I forgot the numbers you mention... if it's under under a certain amount of times per year?
Still ok with this for small goodbyes?

Thanks
[quoted text hidden]



Nerissa H. <nerissa517@gmail.com>

YS permitted water supplier

Donahue, Paul (HEALTH) <Paul.Donahue@health.ny.gov>
cc: Nerissa H. <nerissa517@gmail.com>

Wed, Feb 18 at 7:54 AM

Good morning Nerissa. Sorry I don't remember the small goodbye's part. Do you know, approximately, how many goodbye events will be hosted per year at this location?

Paul Donahue

Pronouns: he, him, his

Senior Sanitarian

NYS Department of Health

Herkimer District Office

5665 State Route 5

Herkimer, NY 13350

(315) 866-6879 (o)

paul.donahue@health.ny.gov

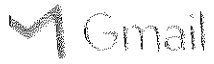
health.ny.gov

From: Nerissa H. <nerissa517@gmail.com>
Sent: Tuesday, February 17, 2026 5:12 PM
To: Donahue, Paul (HEALTH) <Paul.Donahue@health.ny.gov>
Subject: Re: NYS permitted water supplier

You don't often get email from nerissa517@gmail.com. Learn why this is important

Privacy: To help protect your privacy, Outlook prevented automatic download of some pictures in this message. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

[quoted text hidden]



Nerissa H. <nerissa517@gmail.com>

YS permitted water supplier

erissa H. <nerissa517@gmail.com>

Wed, Feb 18 at 9:20 AM

y: Donahue, Paul (HEALTH) <Paul.Donahue@health.ny.gov>

Possible 1 to 2 a month if that? Most people
Just opt for direct cremations. Usually about 5 to 15 people tend to come in when they do.
It's not often

Thanks
(Quoted text hidden)



Nerissa H. <nerissa517@gmail.com>

NYS permitted water supplier

Donahue, Paul (HEALTH) <Paul.Donahue@health.ny.gov>
to: Nerissa H. <nerissa517@gmail.com>

Wed, Feb 18, 2026 9:32 AM

You would still not meet the threshold for us to regulate you.

Paul Donahue

Pronouns: he, him, his

Senior Sanitarian

NYS Department of Health

Herkimer District Office

5665 State Route 5

Herkimer, NY 13350

(315) 866-6879 (o)

paul.donahue@health.ny.gov

health.ny.gov

From: Nerissa H. <nerissa517@gmail.com>
Sent: Wednesday, February 18, 2026 9:21 AM
To: Donahue, Paul (HEALTH) <Paul.Donahue@health.ny.gov>
Subject: Re: NYS permitted water supplier

ATTENTION: This email came from an external source. Do not open attachments, or click on links from unknown senders or unexpected emails.

[Quoted text hidden]

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

Referral Number _____

assigned by the MCPB upon
acceptance of referral for review

This Referral must be received **SEVEN CALENDAR DAYS** prior to the MCPB meeting date in order for it to be placed on the agenda.

TO: Montgomery County Planning Board,
Old County Courthouse,
PO Box 1500, Fonda, New York 12068
Phone: 518-853-8334
Fax: 518-853-8336

FROM: Municipal Board: Town of Amsterdam Town Board
Referring Officer: Adam Yagelski, TDE
Mail original resolution to: _____
Town of Amsterdam Town Board c/o Linda Hughes, Town Clerk
283 Manny's Corners Road, Amsterdam, NY 12010

1. **Applicant:** Concord Development Co., LLC 2. **Site Address:** Log City Rd and Route 30

3. **Tax Map Number(s):** 24.-2-43.115 4. **Acres:** 92.25

5. **Is the site currently serviced by public water?** Yes No

6. **On-site waste water treatment is currently provided by:** Public Sewer or Septic System

7. **Current Zoning:** PUD District No. 3 8. **Current Land Use:** Vacant

9. **Project Description:** Modify the existing Log City PUD to allow the following in Phase 2 ("Area B"):
Multi Family Dwellings, accessory uses to the multi family dwellings including but not limited to pool
houses, recreation facilities, garages etc.

10. MCPB Jurisdiction:

Text Adoption or Amendment **Site is located within 500' of:** Log City Rd and Route 30

- a municipal boundary.
- a State or County thruway/highway/roadway
- an existing or proposed State or County park/recreation area
- an existing or proposed County-owned stream or drainage channel
- a State or County-owned parcel on which a public building or institution is situated
- a farm operation within an Agricultural District (Incl. Ag data Statement) (does not apply to area variances)

11. **PUBLIC HEARING:** Date: TBD/May 20, 2026 Time: TBD/6:00 pm Location: Town Hall

Referred Action(s)

If referring multiple, related actions, please identify the referring municipal board if different from above.

12. **Text Adoption or** **Amendment** **Referring Board:** Town Board
 Comprehensive Plan Local Law Zoning Ordinance Other _____

13. **Zone Change** **Referring Board:** _____
Proposed Zone District: PUD District No. 3 Number of Acres: 62.36

Purpose of the Zone Change: Please see above.

14. **Site Plan** **Project Site Review** **Referring Board:** _____
Proposed Improvements: _____

Proposed Use: _____

Will the proposed project require a variance? Yes No Type: Area Use

Specify: _____

Is a State of County DOT work permit needed? If Yes : State or County No

Specify: _____

15. **Special Permit**

Referring Board:

Section of local zoning code that requires a special permit for this use: _____

Will the proposed project require a variance? Yes No Type: Area Use

16. **Variance**

Referring Board:

Area Use

Section(s) of local zoning code to which the variance is being sought: _____

Describe how the proposed project varies from the above code section: _____

SEQR Determination

Action:

Finding:

Type I

Positive Declaration – Draft EIS

Type II

Conditional Negative Declaration

Unlisted Action

Negative Declaration

Exempt

No Finding (Type II Only)

SEQR determination made by (Lead Agency): Town of Amsterdam Planning Board Date: March 4, 2026

REQUIRED MATERIAL

Send 3 copies of a “Full Statement of the Proposed Action” which includes:

All materials required by and submitted to the referring body as an application

- If submitting site plans, please submit only 1 large set of plans, and 12 11x17 packets.
- All material may be submitted digitally as well at <http://www.mcbdc.org/planning-services/montgomery-county-planning-board-referrals/>

This referral, as required by GML §239 1 and m, includes complete information, and supporting materials to assist the Montgomery County Planning Board (MCPB) in its review. Recommendations by MCPB shall be made to the Referring Body within thirty days of receipt of the Full Statement.

Adam Yagelski, AICP Senior Planner Delaware Engineering, DPC
Name, Title & Phone Number of Person Completing this Form
Town Designated Engineer

4/9/2026
Transmittal Date

This side to be completed by Montgomery County Planning.

REFERRAL FORM
MONTGOMERY COUNTY PLANNING BOARD

TO: _____

Receipt of 239-m referral is acknowledged on _____. Please be advised that the Montgomery County Planning Board has reviewed the proposal stated on the opposite side of this form on _____ and makes the following recommendation.

- Approves

- Approves (with Modification)

- Disapproves:

- No significant County-wide or inter-community input

- Not subject to Planning Board review

- Took no action

Section 239-m of the General Municipal Law requires that within thirty days after final action by the municipality is taken; a report of the final action shall be filed with the County Planning Board.

Date

Kenneth F. Rose, Director
Montgomery County Dept. of Economic
Development and Planning

TOWN OF AMSTERDAM PLANNING BOARD

March 4, 2026

WHEREAS, in or about May of 2020, Concord Development Co., LLC (the “Applicant”), with an address of P.O. Box 9614, Niskayuna, NY 12309, submitted an application to the Town of Amsterdam (the “Town”) for site plan, subdivision, and planned unit development (“PUD”) approval for a residential development project on ~92 acres of land in the R-1 District of the Town located on Log City Road (the “Project”); and

WHEREAS, the Town of Amsterdam Planning Board (the “Planning Board”) designated itself as Lead Agency, conducted a review of the Project under State Environmental Quality Review Act (“SEQRA”), and adopted a Negative Declaration of Significance; and

WHEREAS, in April of 2021, the Town established Planned Unit Development District No. 3 for the Project (“PUD District No. 3”) by adopting Local Law No. 3 of 2021; and

WHEREAS, in or about 2022, Bruns Realty, LLC (“Bruns”) submitted an application to the Town of Amsterdam Town Board (the “Town Board”) to amend PUD District No. 3 to add approximately 16.50 acres of land, as shown on the Town’s tax rolls as tax parcel no. 24.12-4-7.31 (approximately 9.0 acres) and 24.12-4-7.32 (approximately 7.5 acres) located adjacent and to the east of the PUD District No. 3 site, in order to allow construction of 168 apartment units, a community clubhouse, and related site improvements, as shown on the Concept PUD site plan, prepared by Environmental Design Partnership, LLP, entitled “Amendment to Planned Unit Development Log City Road PUD,” dated August 24, 2022 and last revised on October 4, 2022 (the “Bruns Amendment”); and

WHEREAS, in or about April of 2022, the Town of Amsterdam Planning Board (the “Planning Board”) designated itself as Lead Agency, conducted a review of the Bruns Amendment under SEQRA, and adopted a Negative Declaration of Significance; and

WHEREAS, in February of 2023, the Town adopted Local Law No. 2 of 2023, which repealed Local Law No. 3 of 2021 and amended PUD District No. 3; and

WHEREAS, in or about April of 2023, the Town approved Bruns application for site plan approval for “Eco Flats at Log City” which is a development within PUD District No. 3 (shown as “Area C”) and, as lead agency for review of the site plan application, issued a Negative Declaration of Significance; and

WHEREAS, on January 28, 2026, the Applicant submitted an application and petition to the Town Board to amend PUD District No. 3 (the “Application and Petition”) and a subdivision application with preliminary and final plats (the “Subdivision Application”); and

WHEREAS, currently, the PUD District No. 3 provides for the development of 82 condominiums in a mixture of two- and four-unit condominium and townhouse buildings in “Area A”, 256 condominiums in a mixture two- and four-unit condominium and townhouse buildings “Area B”, 168 apartment units in “Area C”, and 4 one-family dwelling units in “Area D”, a community clubhouse, and construction of associated infrastructure and related site development on a site with a total area of 108.75 acres; and

WHEREAS, under Local Law No. 2 of 2023, PUD District No. 3 permits, in “Area B,” a “maximum of 256 dwelling units in a mixture of two- and four-unit Condominium and Townhouse buildings” with a maximum building height of 2.5 stories or 35 feet. Local Law No. 2 of 2023 further provides that the permitted uses in “Area B” are: (a) Townhouse, (b) Condominium, (c) Community Park or Playground, (d) Maintenance Garage, and (e) Utility Structure (pump station); and

WHEREAS, the Applicant has petitioned the Town Board, pursuant to Town of Amsterdam Town Zoning Law Section 50, to amend Local Law No. 2 of 2023 to allow within “Area B” (a) the following additional uses: multi-family dwellings (up to 16 units per structure), customary accessory uses, private detached garages or covered parking, maintenance garages, pool houses, club houses, and residential recreational facilities; and (b) a maximum building height of 3 stories or 45 feet; and

WHEREAS, on February 4, 2026, the Town Board adopted a resolution: (1) that the Town Board accepted the Application and Petition and directed that it be filed with the Town of Amsterdam Town Clerk, pursuant to Town of Amsterdam Zoning Law, Section 50; (2) that each member of the Town Board received the Application and Petition including the Proposed Local Law, now identified as Local Law No. __ of 2026; (3) that the Proposed Local Law is introduced; (4) that the Proposed Local Law is to be referred to the Town Planning Board for recommendation; (5) that the Town Board consents to the Town Planning Board serving as Lead Agency for review of the Application under SEQRA; and (6) that the Application and Petition be referred to the Montgomery County Planning Department as soon as the Town Planning Board and the Town’s engineer deem the Application and Petition complete; and

WHEREAS, the Town’s designated engineer, Delaware Engineering, DPC, has reviewed the proposed modifications to PUD District No. 3 and provided a memorandum, dated March 4, 2026; and

WHEREAS, on February 4th, 2026, the Applicant appeared before the Planning Board with respect to the Application and Petition and Subdivision Application and the Planning Board designated itself as lead agency for purposes of reviewing the Application and Petition and Subdivision Application under SEQRA.

NOW THEREFORE BE IT RESOLVED THAT,

1. The Planning Board has fully considered the potential for environmental impact arising from the proposed amendments that will allow for construction of the same 254 units in Area B but in 16-unit multi-family structures with a height of 45’. Given the scope of the proposed amendments to PUD District No. 3 and Local Law No. 2 of 2023 and the extensive consideration of such issues already a part of the SEQRA record which resulted in the issuance of previous Negative Declarations, the Planning Board finds that the amendments to PUD District No. 3 and Local Law No. 2 of 2023 now being sought by the Applicant are consistent with the Negative Declarations already issued for the PUD District No. 3, and that no further SEQRA review is required. In doing so, the Planning Board specifically notes that there have been no material (a) changes to the Project, (b) newly discovery information, or (c) changes in circumstances related to the Project. A reasoned elaboration supporting this determination is appended hereto as **Exhibit A**. Accordingly, the Panning Board will not require any further SEQRA review; and

2. The Planning Board determines the Application is complete and the Board and the Town Engineer consent to the Application and Petition be referred to the Montgomery Planning Department pursuant to General Municipal Law § 239-m; and
3. The Planning Board has considered all of the criteria set forth in the Town of Amsterdam Code(4)(c)(1)-(12) and issues the attached “Report and Recommendation” to the Town Board in recommending approval of the Application and Petition; and
4. The Planning Board accepts the preliminary plat submitted with the Subdivision Application, subject to technical comments as determined by the Town designated engineer; and
5. A public hearing of the Town Board of the Town of Amsterdam shall be held at the Town Office Building, 283 Manny’s Corners Road, Amsterdam, New York, 12010 on April 1, 2026, at 7:00 p.m., local time, to consider the Subdivision Application, and to hear all persons interested in the subject and for the Town Board to conduct any actions related to this proceeding as may be required by law;
6. The Town Clerk shall publish at least once in the official newspaper of the Town for such publication, a notice of hearing, at least 10 days before the date of such public hearing.

A MOTION TO ADOPT THIS RESOLUTION WAS:

Offered by _____

Seconded by _____

- Alex Kuchis, Chairman _____
- Mike Anostario, Vice Chair _____
- Nancy Knudsen, Member _____
- Kelly Murphy, Member _____
- Charles Archinal, Member _____
- Stephen Conti, Member _____
- Chris Kelly, Member _____

In Favor ____, Opposed ____, Absent ____, Abstained ____.

ADOPTED: March 4, 2026

A MOTION TO ADOPT THIS RESOLUTION WAS:

Offered by _____

Seconded by _____

EXHIBIT A

REASONED ELABORATION SUPPORTING DETERMINATION THAT MODIFICATIONS ARE WITHIN THE SCOPE OF PRIOR NEGATIVE DECLARATION AND THAT NO FURTHER REVIEW UNDER SEQRA IS REQUIRED

This notice is issued pursuant to NYCRR Part 617, implementing Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. The Town of Amsterdam Planning Board, as Lead Agency for the Log City Rd. PUD, has determined that the proposed modifications to the PUD to allow for construction of the same 254 residential units in Area B but in 16-unit multi-family structures with a height of 45' is within the scope of the Negative Declaration that was issued for the Project on November 2, 2022 ("Negative Declaration") and that no further review under SEQRA is required.

Reasons Supporting this Determination:

The Planning Board previously found that the that the Log City Rd PUD may have moderate to large impacts on several subcategories of environmental resources. These subcategories are presented below, in italics, cross-referenced to the FEAF Part 2, followed by an analysis of the proposed changes to the Log City Rd PUD relative to these potential impacts and the Board's prior reasoned elaboration, pursuant to the FEAF Part 3.

- *1.e. The proposed action may involve construction that continues for more than one year or in multiple phases.*
The Board previously noted that erosion and sediment control (E&SC) practices will need to be maintained throughout construction. The proposed Log City Rd PUD amendments would be subject to the same SPDES requirements for stormwater discharges from construction activity, including preparation of a SWPPP. In addition, the higher density apartment buildings may involve less land disturbance for the same number of units, which remains unchanged at 254 in Area B. Therefore, the proposed modification can be expected not to present any new or different impacts to land.
- *1.a The proposed action may involve construction on land where depth to water table is less than 3 feet.*
The modification to allow multi-unit buildings would not alter the Board's previous analysis, as the development would require similar excavation depths (i.e., for utility installation) and connect to public water and sewer utilities. A SWPPP will be required, as this is part of a larger common plan of development or sale. Therefore, the proposed modification can be expected not to present any new or different impacts to land.
- *3. d The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.*
The Board previously found that there are approximately 32 acres of federal jurisdictional wetlands located on the 108 acre amended PUD and at full development, the entire project would involve the discharge of fill material into approximately 0.09. A permit from the USACOE to allow the discharge of fill material into approximately 0.09 acres of waters of the United States for development in Area A and C has been issued. Review of

NYSDEC mapping indicates that NYSDEC-jurisdiction wetlands may be present within Area B, and development of multi-family buildings would be subject to the applicable permitting requirements and mitigation measures, as the Board previously assessed. In addition, a SWPPP is required and will mitigate potential impacts from stormwater runoff from the developments. Therefore, the proposed modification can be expected not to present any new or different impacts to water resources.

- *3.h The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.*

As noted, the proposed amendments would require implementation of a SWPPP, which was previously noted as a mitigation measure. Therefore, the proposed modification can be expected not to present any new or different impacts to water resources.

- *3.k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.*

The Board previously assessed that the Log City Rd PUD could generate up to 110,880 GPD in sewer effluent, including 55,880 gpd from up to 508 bedrooms. The number of dwelling units has not changed, and other sources of sewer demand can be expected to be similar as compared to the approved Log City Rd PUD. As mitigation for potential impacts to the City system, a 300' portion of the Henrietta St. sewer main was to be upgraded, in accordance with the City-Town intermunicipal agreement for sewer service. Similar to the adopted Log City Rd PUD, the proposed modifications can be expected to generate greater than 2,500 GPD of effluent and, therefore, subject to review by NYSDEC and adhere to the Town's sewer use requirements, including the IMA with the City. Therefore, the proposed modification can be expected not to present any new or different impacts to water resources.

- *7.b The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.*

7.h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat.

The Board previously assessed potential impacts to the sedge wren, a New York State-threatened species. Review in concert with NYSDEC determined that the project site is not located within a buffered radius of any documented occurrences of a state-listed species. The nearest documented occurrence of a species is located over 1.5 miles to the southwest of the site, along the Mohawk River. The proposed modifications would not alter the development footprint. Therefore, the proposed modification can be expected not to present any new or different impacts to animals.

- *15.a The proposed action may produce sound above noise levels established by local regulation.*

As the Board reasoned in the 2022 Neg Dec, the construction phase, while not a permanent feature of the project, is anticipated to last two years and could constitute a potential impact. Construction operations will be limited to 7:00 AM to 8:00 PM Monday through Saturday. Site lighting will be determined a site plan review. Therefore, the proposed modification can be expected not to present any new or different impacts to noise.

In addition, Planning Board, in its reasoned elaboration also addressed potential impacts to transportation due to the potential increase in trips taken on the Town's road networks. The traffic assessment reviewed by the Board as part of the 2022 Neg Dec contained an analysis of both Townhouses/Condominiums and Apartments, which have potential to generate slightly different numbers of trips during the peak hours. That analysis concluded:

“The trip generation comparison assessment indicates that the construction of approximately 325 traditional apartments or 135 single family homes would generate similar traffic when compared to the 256 townhouse/condominium units that is currently assumed for Area B. No mitigation would be required at the study area intersections if this portion of the PUD was developed with these types of uses.”

For the foregoing reasons, the proposed modification can be expected not to present any new or different impacts as compared to the assessment carried out by the Board for the Log City Rd PUD and as documented in the 2022 Neg Dec.

DRAFT

TOWN OF AMSTERDAM PLANNING BOARD
REPORT AND RECOMMENDATION
March 4, 2026

Background

On January 28, 2026, the Applicant submitted an application and petition to the Town Board to amend PUD District No. 3 (the "Application and Petition") and a subdivision application with preliminary and final plats (the "Subdivision Application"). Currently, the PUD District No. 3 provides for the development of 82 condominiums in a mixture of two- and four-unit condominium and townhouse buildings in "Area A", 256 condominiums in a mixture two- and four-unit condominium and townhouse buildings "Area B", 168 apartment units in "Area C", and 4 one-family dwelling units in "Area D", a community clubhouse, and construction of associated infrastructure and related site development on a site with a total area of 108.75 acres. Under Local Law No. 2 of 2023, PUD District No. 3 permits, in "Area B," a "maximum of 256 dwelling units in a mixture of two- and four-unit Condominium and Townhouse buildings" with a maximum building height of 2.5 stories or 35 feet. Local Law No. 2 of 2023 further provides that the permitted uses in "Area B" are: (a) Townhouse, (b) Condominium, (c) Community Park or Playground, (d) Maintenance Garage, and (e) Utility Structure (pump station).

The Applicant has petitioned the Town Board, pursuant to Town of Amsterdam Town Zoning Law Section 50, to amend Local Law No. 2 of 2023 to allow within "Area B" (a) the following additional uses: multi-family dwellings (up to 16 units per structure), customary accessory uses, private detached garages or covered parking, maintenance garages, pool houses, club houses, and residential recreational facilities; and (b) a maximum building height of 3 stories or 45 feet.

On February 4, 2026, the Town Board adopted a resolution: (1) that the Town Board accepted the Application and Petition and directed that it be filed with the Town of Amsterdam Town Clerk, pursuant to Town of Amsterdam Zoning Law, Section 50; (2) that each member of the Town Board received the Application and Petition including the Proposed Local Law, now identified as Local Law No. ___ of 2026; (3) that the Proposed Local Law is introduced; (4) that the Proposed Local Law is to be referred to the Town Planning Board for recommendation; (5) that the Town Board consents to the Town Planning Board serving as Lead Agency for review of the Application under SEQRA; and (6) that the Application and Petition be referred to the Montgomery County Planning Department as soon as the Town Planning Board and the Town's engineer deem the Application and Petition complete. On March 4, 2026, the Planning Board adopted a negative declaration for the Application and Petition and Subdivision Application.

Recommendation

Under Town Code Section 14(4)(C), the Planning Board must consider the following in its review of planned unit development:

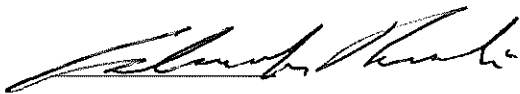
1. If the proposal conforms to the goals and objectives of the Town's Comprehensive Plan.
2. If the proposed development meets the purpose and objectives of a Planned Unit Development as described in this section.
3. The need for the proposed land use in the proposed location.
4. The existing character of the neighborhood in which the uses will be located.

5. The pedestrian circulation and open space in relation to structures.
6. The traffic circulation features within the site and the amount, location and access to automobile parking areas; and the impact of the proposal on existing transportation systems.
7. The adequacy of the proposed public/private utilities, including water supply, sewage treatment and stormwater drainage facilities.
8. The height and bulk of buildings and their relation to other structures in the vicinity.
9. The proposed location, type and size of display signs, driveways and/or loading zones and landscaping.
10. The adequacy of existing public services to support the proposed development.
11. The safeguards provided to minimize possible detrimental effects of the proposed use on adjacent properties and the neighborhood in general.
12. Such other matters as the Planning Board may consider pertinent.

Here, PUD District No. 3 has already been reviewed and approved by the Town Board with a positive recommendation from the Planning Board. As note above, the proposed amendment seeks only to allow within "Area B" of PUD District No. 3: (a) the following additional uses: multi-family dwellings (up to 16 units per structure), customary accessory uses, private detached garages or covered parking, maintenance garages, pool houses, club houses, and residential recreational facilities; and (b) a maximum building height of 3 stories or 45 feet. The Planning Board finds that these amendments are consistent with the Planning Board's previous reviews and recommendations concerning PUD District No. 3.

Based on the foregoing, the Planning Board issues this positive recommendation for the amendments to PUD District No. 3 proposed in the Application and Petition.

Dated: March 4, 2026



Town of Amsterdam Planning Board Chairperson

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

County City Town Village
(Select one.)

of Amsterdam

FILED
STATE RECORDS

FEB 02 2023

DEPARTMENT OF STATE

Local Law No. 2 of the year 2023

A local law Amending the Town of Amsterdam Zoning Law to Amend Planned Unit Development

(Insert Title)

(PUD) District #3 Known as the Gables at Log City Village PUD

Be it enacted by the Town Board of the
(Name of Legislative Body)

County City Town Village
(Select One.)

of Amsterdam

as follows:

(If additional space is needed, attach pages the same size as this sheet, and number each.)

Town Board

Town of Amsterdam, Montgomery County, New York

Local Law No. 2 of 2023

“Amended PUD District No. 3 – The Gables and the Lofts at Log City Village PUD”

Section 1 – Local Law Designation

This local law shall be known as “No. 2 of 2023” and amends the Town of Amsterdam Zoning Code to provide for the creation of a Planned Unit Development District No. 3, to be known as “Amended PUD District No. 3 – The Gables and the Lofts at Log City Road” (hereinafter, the “Log City Road PUD”).

Section 2 – Repeal of Local Law No. 3 of the Year 2021

Local law No. 3 of the Year 2021 known as “Local Law No. 3 of 2021, of the Town of Amsterdam amending the Zoning Ordinance of the Town of Amsterdam, Montgomery County, New York, and providing for the creation of Planned Unit Development District No. 3 to be known as the Gables at Log City Village PUD” is hereby repealed and is to be replaced with this local law.

Section 3 – Zoning Law Amendment

The Town of Amsterdam, New York, Zoning Law and the Zoning Map of the Town of Amsterdam are hereby amended by changing the area set forth in Section 4, below, from the R-2 and B-1 Zoning Districts, as such is now zoned, adding this area to adjacent lands now zoned PUD, and creating within the boundaries of said newly described area a planned unit development district to be known and described as “Amended Planned Unit Development District No. 3 to be known as the Gables and the Lofts at Log City Village PUD” (hereinafter referred to as the “PUD”), in which shall be permitted the uses set forth in Appendix “A.”

Section 4 – PUD Area

- A. The area of the PUD consists of approximately one hundred eight and seven tenths (108.7) acres in the Town of Amsterdam and is further described in Appendix “B,” which contains a map and metes and bounds description of the PUD area, attached hereto and made a part hereof.
- B. The area of the PUD will include the following tax parcels located on Log City Rd:
 - a. 24.-2-43.115 (20.2) acres, 24.-2-43.116 (63.7 acres), 24.-2-43.111 (2.6 acres), 24.-2-43.112 (2.1 acres), 24.-2-43.113 (1.8 acres), 24.-2-43.114 (1.8 acres), all of which are presently zoned PUD; and
 - b. 24.12-4-7.32 (7.5 acres), 24.12-4-7.31 (9 acres) which are now zoned R-2 and B-1.
- C. The zoning regulations applicable to the PUD shall be provided in this local law.

Section 4 – Purpose

- A. The Purpose of this local law is to provide for the rezoning of certain lands to a mixed-use planned development including a variety of residential and recreational uses in accordance with certain provisions and standards set forth herein, which insures a development pattern in

harmony with the existing community and the Town’s comprehensive plan; provision of a variety of housing opportunities and improved residential environments; more usable open space and recreation; preservation of natural resources; increased efficiency in the use of land, energy, transportation, and utility networks; and innovation in land use variety and design, in the layout and types of new structures and in their integration with existing structures.

- B. It is further the purpose of this local law to provide a flexible mechanism by which different land uses within the PUD are planned, reviewed, and developed as a unit, and by promoting more creative and innovative design of mid-to-large scale developments than is permissible under traditional zoning regulations. In accordance with conditions and standards designed to mitigate environmental impacts to the greatest extent practicable, the development plan shall be in the interest of the general welfare of the public and will result in a more efficient and compatible use of the land within the PDD area and with the surrounding land uses.
- C. This local law establishes the nature, parameters, and limits of the described uses herein which are permissible within the PUD.

Section 5 –Development Proposal, Phasing, and Density

- A. Permitted Uses. Uses within the PUD include a variety of residential and recreational uses as set forth in Appendix A, which is attached hereto and made a part hereof. Detached garage units shall not be converted to storage units.
- B. Phasing. The PUD will be developed in multiple areas, subject to market conditions, as shown on the Preliminary Development Plan, annexed hereto as Appendix C, and as further described herein. The PUD may be, in the discretion of the developer, completed in a single phase of construction. Phasing shall be in accordance with Section 14.4(L) of the Town’s comprehensive zoning law, as may be amended.

	Description	Parcel(s)	Area (ac.)	Max. Density
Area A	A maximum of 82 dwelling units in a mixture of two- and four-unit Condominium and Townhouse buildings	24.-2-43.115	20.5+/-	4.0 units/acre
Area B	A maximum of 256 dwelling units in a mixture of two- and four-unit Condominium and Townhouse buildings	24.-2-43.116	63.4+/-	4.0 units/acre
AreaC	A maximum of 168 Multiple Family Dwelling units	24.12-4-7.32 & 24.12-4-7.31	16.5+/-	10.1 units/acre
Area D	A maximum of four (4) one-family dwelling units	24.-2-43.111, 24.-2-43.112, 24.-2-43.113, & 24.-2-43.114	8.3+/-	0.5 units/acre

- C. Site Plan Review. Within six (6) months of the Town Board approval of the Zoning Map Amendment and Preliminary Development Plan, the application shall file for Site Plan Review of any area of the PUD in accordance with the procedures of the Town’s Zoning Law. Development of one-family dwellings in Area D shall be exempt from site plan review.

- D. Density. The density of each area of the PUD is set in accordance with the chart outlined in section 5(B), above, and the Zoning Schedule, which is annexed hereto as Appendix D.
- E. Zoning Schedule. Development within the PUD shall conform to the requirements set forth in the Zoning Schedule, which is annexed hereto as Appendix D.

Section 6 – Open Space

- A. Common Open Space totaling not less than 30% of the total Planned Unit Development District shall be provided in perpetuity. Of this amount at least half shall be useable space for active or passive community recreation. The entire tract shall be considered in determining the required amount of open space.
- B. Community Recreation Areas. Areas for active and/or passive community recreation shall be as shown on the Preliminary Development Plan and are further described as follows:
 - a. In Area A, approximately 6.7 acres of Open Space will be provided. Final configuration and use of the open space shall be determined at site plan review.
 - b. In Area B, Approximately 21 acres of Open Space will be provided. Final configuration and use of the Open Space area shall be determined during site plan review. Within the Open Space area, a multi-use area for active recreation area of approximately 1 acre shall be provided and maintained by the homeowners association or project owner.
 - c. In Area C, approximately 5.5 acres of Open Space will be provided. Final configuration and use of the Open Space area shall be determined during site plan review. Within the open space areas, the following uses shall be allowed a community center and leasing office, passive/active recreation area, pathway connection to sidewalk system on NYS route 30, and other uses consistent with Article IV Section 14(3)(G) Open Space Requirements of the Town's Zoning Law.
 - d. No community recreation areas shall be required as part of Area D.
- C. Open Space Protection. The Town shall be granted third-party enforcement rights to enforce the terms of all restrictions, easements, or other legally binding instruments providing for open space. All easements, covenants, and related instruments shall be subject to Town Attorney review and approval and must be provided during site plan review. Open space protection shall be as follows:
 - a. Areas A and B: Conservation easements and/or deed covenants transferred to a homeowners association or the property owner;
 - b. Area C: Conservation easements and/or deed covenants retained by the property owner.
- D. The Town Board shall have the authority to require a bond or other security measure to ensure proper maintenance of open space and facilities located on the PUD parcel.
- E. Phasing of common open space and public and recreation facilities. The construction and provision of common open space and public and recreation facilities shall proceed at the rate consistent with the development pace of the PUD, and shall be in accordance with Section 14.4(L) of the Town's Zoning Law, as it may be amended.

Section 7 – Building Design Standards

- A. All buildings shall be an integral part of the layout and design of the entire development. Individual buildings shall generally be related to each other in design, massing, materials, placement, and connections so as to create a visually and physically integrated environment.

- B. Proposed architectural renderings attached as Appendix E represent proposed general standards for the buildings to be built in the PUD Area, C. Building Design Standards for Area A, B and D shall be determined at the time of site plan review. In its review of the proposed Building Design Standards for any site plan involving development of Area A or Area B, the Planning Board shall consider the standards set forth in Section 7(A) of this local law and, in its approval of said site plan(s), must explicitly find that the proposed Building Design Standards will "create a visually and physically integrated environment."
- C. Building Design Standards for single family residential development in Area D shall be determined at the time of building permit application.

Section 8 – Landscaping and Buffering

- A. The development shall have a coordinated landscape design for the entire site. Existing trees to be conserved and integrated into the overall landscape design are shown on the Preliminary Development Plan. Landscaping shall include shrubs, ground cover, and street trees. Street trees shall be provided along all streets and pedestrian walkways. Parking lots shall be landscaped and screened.
- B. A 4-foot high berm planted with evergreen vegetation to create a year round buffer shall be provided along the boundary with parcels 24.-2-43.2, 24.-2-38, 24.-2-37, 24.-2-36, and 24.-2-34. The plantings shall be at least 4-feet tall at the time of planting and shall be planted at a spacing consistent with the selected species to provide a screen buffer within 2-3 years of planting. The developer shall warrant the plantings for a period of one (1) year after installation.
- C. The final design of the proposed landscaping for Areas A, B, and C shall be determined during site plan review.
- D. A minimum of one (1) native, non-invasive tree of minimum caliper of 2.5" DBH at the time of planting shall be provided for each development lot in Area D.
- E. An amount of land of at least 7,276 square feet shall be conveyed from parcel 24.-2-43.11 to parcel 24.-2-43.2 (309 Log City Rd) for the purpose of creating a better buffer to the existing house for a total of 2.02 acres and leaving 83.85 acres for parcel 24.-2-43.11.
- F. Air handling units and other mechanical equipment, including utility meters, shall be screened from the view of internal roadways and sidewalks to the maximum extent practical.

Section 9 – Lighting

- A. The final lighting plan shall be determined at site plan review.
- B. Site lighting should encourage safety and security while conserving energy and avoiding excessive lighting, glare, and light pollution over property lines or into the night sky. Lighting in Areas A, B, and C shall generally conform to the following standards:
 - a. All lighting shall be Dark Sky Compliant.
 - b. The light level at the property boundary shall not exceed 0.1 footcandle (fc)
 - c. The average maximum lighting level in parking areas shall not exceed 1 fc.
 - d. The average maximum lighting level in high security areas shall not exceed 5 fc.
 - e. The maximum height of lighting fixtures shall be 18 feet.
 - f. The Planning Board may require a photometric plan.
- C. No lighting plan shall be required for development in Area D.

Section 10 -- Signage

- A. The signage plan shall be submitted for the Planning Board's review during site plan review.
- B. The location, height, size, design, and construction materials of all proposed signage shall conform to Art. VIII Section 31 (Signs) of the Town's Zoning Law, or as may be amended or revised, from time to time.

Section 11 -- Circulation Design Standards

- A. Roadways, pedestrian walkways, and/or sidewalks shall be designed as an integral part of the overall site design and shall be connected to the sidewalk network, if it exists.
- B. Adequate signage, markings, and other facilities shall be provided for the safety and security of roadway users, and efficient accessibility and mobility within the PUD. The location and design shall be provided at site plan approval.
- C. Roads.
 - a. The roadway layout, including access points onto Log City Rd, shall generally conform to the Preliminary Development Plan.
 - b. Ownership, operation, and maintenance of the roadway network in Area A and Area B will be private and be conveyed to the responsible homeowners association or property owner. Ownership, operation, and maintenance of the roadway and pedestrian network in Area C will be the responsibility of the property owner.
 - i. If the Developer offers the roads for dedication, the roads must be constructed in accordance with the Town of Amsterdam Road Specifications Acceptance Criteria for Roadway, Local Law 2 of 2020, as may be amended or revised, from time to time.
 - c. Development in Area D will require permits from Montgomery County Highway for access onto Log City Road.
 - d. All easements, covenants, and other mechanisms governing access between the Area of the PUD shall be provided to the Town and be subject to review by the Town Attorney during site plan review.
 - e. Buildout of Areas A and B, beyond 30 units, or as otherwise specified by the international fire code, will be required to have access through a private driveway/road within Area C to provide a secondary means of ingress/egress. The approximate location of the ingress egress easement is identified on the Preliminary Development Plan, which is annexed hereto as Appendix C. The final location of the easement shall be defined during site plan review of area A, B and or C.
- D. Sidewalks and Multi-Use Paths.
 - a. Sidewalks shall be constructed in Area C generally as depicted on the Preliminary Development Plan, and subject to any authorized modifications approved by the Planning Board as part of site plan review.
 - b. All sidewalks shall comply with the latest version of the Americans with Disabilities Standards for Accessible Design and the Town's requirements at the time of site plan review.
 - c. Area A, B and C shall provide pathways or sidewalks. The location of the sidewalks and or pathways shall be determined during Site plan review. The intent of the paths in Area

A and B is to provide access to Open Space areas and connectivity to Area C pathways sidewalks. The intent of the paths in Area C is to facilitate access to Route 30.

- E. Traffic Impact Assessment and Off-Site Mitigation.
 - a. The Developer has provided a supplemental traffic impact assessment (TIA), dated October 27, 2022, prepared by Creighton Manning Engineers. The TIA finds that, at full buildout of the PUD, including Areas A, B, C, and D, a total of 259 new PM peak hour trips and also concludes that no off-site mitigation is necessary or required.

Section 12 – Water Supply

- A. Water for Areas A, B, and C will be supplied by the Town of Amsterdam Water District if the Town determines sufficient water is available for the PUD. The developer, at its expense, will provide connection to the existing water distribution system and any necessary mitigation. Water for Area D will be supplied by private on-site water supply facilities.
- B. All water facilities shall be designed and constructed in accordance with the standards of the Town of Amsterdam in effect at the time of site plan application being made by the developer and are subject to approval by applicable agencies.
- C. The developer agrees to provide for any and all required improvements to the existing water system that are necessary to accommodate this PUD and shall complete these improvements at no cost to the Town.
- D. The Developer shall obtain all necessary approvals and permits needed for the construction of water supply system, including but not limited to Town Board approval of any required water district extensions as well as applicable approvals from NYSDOH and NYSDEC.
- E. The developer agrees to offer for dedication to the Town of Amsterdam all completed on-site and off-site water facilities at no cost to the Town.
- F. It is understood that certain portions of the water distribution system must be dedicated to the Town. The Town in conjunction with Department of Health and NYSDEC requirements shall determine during site plan review what portions of these facilities are appropriate or required for public ownership.
- G. The developer shall provide twenty feet (20') wide permanent easements for any water pipes crossing privately owned land or when along private roads, the entire width of a private right of way and shall offer these utility easements along with the installed infrastructure for dedication to the Town.
- H. Fire hydrants shall be installed throughout the PUD by the developer pursuant to the NYS Uniform Fire Prevention and Building Code (Uniform Code) and Town of Amsterdam requirements.

Section 13 – Sanitary Sewers

- A. Sewer service will be supplied by the Town of Amsterdam Sewer District if sufficient capacity is determined by the Town to exist in the Town's Sewer Infrastructure and in accordance with the intermunicipal agreement between the Town and the City of Amsterdam.
- B. On-site sewer facilities will be constructed at the developer's expense and, upon completion, will be privately owned and operated, and will be completed as follows:
 - a. Area A: On-site sewer shall be connected to the Town's Sewer District via a conveyance to be installed within Area C as generally shown on the Preliminary Development Plan. The final easement alignment shall be determined at site plan approval for Area C. The

developer agrees to provide the Town with all necessary easements between landowners needed to construct the Area A sewer service, which are subject to Town approval.

- b. Area B: On-site sewer shall be connected to the Town's Sewer District via a conveyance to be installed within Area A and Area C, as generally shown on the Preliminary Development Plan. The final easement alignment shall be determined at site plan approval for Area C. The developer agrees to provide the Town with all necessary easements between landowners needed to construct the Area A sewer service, which are subject to Town approval.
- c. Area C: On-site sewer shall be connected to the Town's Sewer District via a conveyance to be installed completely within Area C as generally shown on the Preliminary Development Plan.
- d. Area D: The final design of on-site wastewater disposal facilities shall be provided to Town and Department of Health at the time of application for a building permit.

Section 14 – Stormwater Management

- A. All stormwater management plan and associated utilities shall conform to the specifications of the Town of Amsterdam, applicable State Pollutant Discharge Elimination System (SPDES) permits, and the latest version of the NYSDEC New York State Stormwater Management Design Manual in effect at the time of site plan review being made by the developer. All post-construction stormwater management facilities shall be privately owned and operated.
- B. Future development in Area B shall be considered part of a larger common plan of development, in accordance with NYSDEC requirements.

Section 15 – Alternative Energy

The development in Area C is proposed to employ alternative energy sources and building orientation and construction strategies to reduce grid energy consumption to a net zero increase. Small-scale solar energy systems shall be subject to the requirements of Section 35 of the Town's Zoning Law, including the requirement for a building permit. Nothing within this section shall preclude the developer in Areas A and B from pursuing approval of Alternative Energy sources.

Section 16 – Utility Easements

- A. Five (5) 15-foot-wide utility easements shall be provided for the following neighboring properties along the south side of Log City Road:
 - 24.-2-36 (Log City Road)
 - 24.-2-37 (273 Log City Road)
 - 24.-2-38 (281 Log City Road)
 - 24.-2-43.2 (309 Log City Road)
 - 24.-2-33 (251 Log City Road)
- B. The developer shall provide the Town proposed easement language, subject to Town Attorney review, during site plan review. Filing receipts shall be provided to the Town prior to issuance of a certificate of occupancy for any unit in Area A.

Section 17 – Application Review Fees

The developer shall be responsible for reimbursing the Town for any and all expenses incurred for this Project as required by the Town’s zoning regulations including but not limited to costs incurred for the technical review of the applications, construction observation of installed infrastructure or any other services deemed appropriate by the Town.

Section 18 – PUD General Conditions

- A. Timely Completion of Project. If after two (2) years from the date of approval of the PUD, site work and construction has not begun, the PUD approval shall be revoked and the land returned to the classification which it held prior to any action consummated pursuant to the provisions of this article. However, the applicant may, for valid reasons, request an extension of time from the Town Board.
- B. Phased Construction of Planned Development. Any proposed phasing of the proposed development will be in accordance with the Town’s zoning law.
- C. Zoning Map to Incorporate the PUD. The Town Clerk is hereby authorized and directed to change the official zoning map of the Town of Amsterdam by designating thereon the PUD district hereby established. This PUD shall also be set forth on any supplementary map later adopted by the Town Board. The Official Zoning Map is hereby made a part of this local law.
- D. Additional Town Approvals.
 - a. The Town’s Water and Sewer Districts must be extended to include the PUD Areas A and B.
 - b. Area A received conditional site plan approval from the Town of Amsterdam Planning Board on February 3, 2021. Site plan review shall be required for any significant modifications from the approved plans for Area A, as determined by the Town.
 - c. Site plan review shall be required for development in Area B.
 - d. Site plan review shall be required for development in Area C.

Section 19 – Effective Date

This local law shall take effect upon filing with the Secretary of State of New York State

Section 20 – Severability

If any part of this local law is for any reason held to be unconstitutional or invalid, such decision shall not affect the remainder of this local law.

Appendix A – Permitted Uses

	Permitted Use*
Area A	Townhouse
	Condominium
	Community Park or Playground
	Maintenance Garage** Roof mounted solar Utility structure (pump station)
Area B	Townhouse
	Condominium
	Community Park or Playground
	Maintenance Garage** Roof mounted solar Utility structure (pump Station)
Area C	Multiple-Family Dwellings
	Residential recreation facility***
	Private Detached Garage or covered parking
	Community Park or Playground
	Utility structure (Pump station)
	Maintenance Garage** Roof mounted solar
Area D	One-Family Dwelling
	Customary Accessory Uses****

*Definitions are the same as those in the Town’s Zoning Law except as noted herein.

**Maintenance Garage – – This use shall be restricted not to exceed 2,500 square feet per PUD Area (exclusive of Area D), specifically related to grounds maintenance of the PUD area and shall be subject to site plan review.

***Residential recreation facility – This use shall be limited to the proposed Community Center, Leasing Center and Amenity Spaces, such as community gardens and dog parks.

****Accessory Buildings are permitted in accordance with Art. VIII Section 24 of the Town’s Zoning Law, as may be amended or revised.

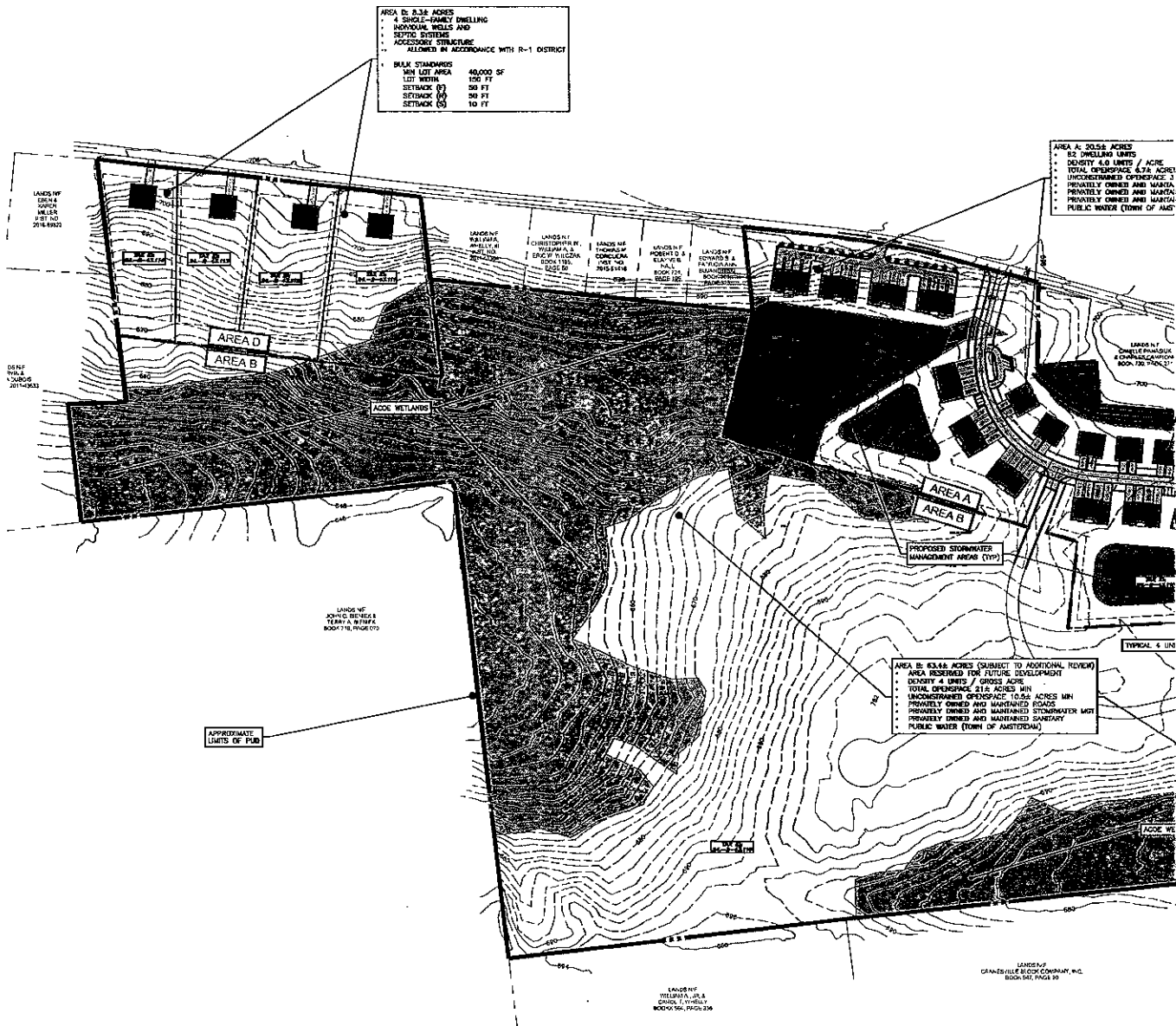
Appendix B – Preliminary Development Plan

SITE STATISTICS (AREA C):

CURRENT ZONING	R-2 RESIDENTIAL (PARCEL 1) B-1 BUSINESS (PARCEL 2)
PROPOSED ZONING	PLANNED UNIT DEVELOPMENT (PUD)
PARCEL AREA	16.5± ACRES TOTAL PARCEL 1 9.0± ACRES PARCEL 2 6.5± ACRES
PROPOSED USE	APARTMENT COMMUNITY
UNITS PROPOSED	168 UNITS (13 BUILDINGS)
PARKING	
MIN. PARKING RATIO	1.75 SPACES PER UNIT
REQUIRED PARKING	(168 UNITS X 1.75 SPACES PER UNIT) = 294 SPACES
PROPOSED PARKING	
	COVERED PARKING 176± SECONDARY 179± COMMUNITY CENTER/VISITOR 10± TOTAL PARKING 365±
SETBACKS	
LOG CITY ROAD	30 FT
ROUTE 30	30 FT.
REAR YARD	20 FT.
SIDE YARD	20 FT.
GREEN SPACE	60% PERVIOUS
UTILITIES:	
WATER PROVISIONS	MUNICIPAL CONNECTION
SEWER PROVISIONS	MUNICIPAL CONNECTION
STORMWATER PROVISIONS	ON-SITE

SITE STATISTICS (AREAS A,B AND D):

ZONING	PLANNED UNIT DEVELOPMENT (PUD)
PARCEL AREA	92.25± ACRES TOTAL
PROPOSED USE	RESIDENTIAL COMMUNITY
AREA DENSITY RATIOS	
AREA A	4 UNITS PER GROSS ACRE
AREA B	4 UNITS PER GROSS ACRE
AREA D	1 UNIT PER 2 GROSS ACRES
AREA PROPOSED USES	
AREA A	CONDO/TOWNHOUSE/APARTMENT
AREA B	CONDO/TOWNHOUSE/APARTMENT
AREA D	SINGLE-FAMILY
SETBACKS	
LOG CITY ROAD	30 FT
REAR YARD	20 FT
SIDE YARD	20 FT
UTILITIES:	
WATER PROVISIONS	MUNICIPAL CONNECTION
SEWER PROVISIONS	MUNICIPAL CONNECTION
STORMWATER PROVISIONS	ON-SITE



AREA D: 8.3± ACRES
 4 SINGLE-FAMILY DWELLING
 INDIVIDUAL WELLS AND
 SEWER SYSTEMS
 ACCESS TO STRUCTURE
 ALLOWED IN ACCORDANCE WITH R-1 DISTRICT

BULK STANDARDS
 MIN LOT AREA 40,000 SF
 LOT WIDTH 150 FT
 SETBACK (N) 50 FT
 SETBACK (S) 50 FT
 SETBACK (E) 10 FT

AREA A: 20.5± ACRES
 82 DWELLING UNITS
 DENSITY 4.0 UNITS / ACRE
 TOTAL OPENSOURCE 4.3± ACRES
 UNCONSTRAINED OPENSOURCE 3
 PRIVATELY OWNED AND MAINTAINED
 PRIVATELY OWNED AND MAINTAINED
 PRIVATELY OWNED AND MAINTAINED
 PUBLIC WATER (TOWN OF AMSTERDAM)

AREA B: 63.6± ACRES (SUBJECT TO ADDITIONAL REVIEW)
 AREA RESERVED FOR FUTURE DEVELOPMENT
 DENSITY 4 UNITS / GROSS ACRE
 TOTAL OPENSOURCE 21± ACRES MIN
 UNCONSTRAINED OPENSOURCE 10.5± ACRES MIN
 PRIVATELY OWNED AND MAINTAINED OPENSOURCE
 PRIVATELY OWNED AND MAINTAINED STORMWATER MITIGATION
 PRIVATELY OWNED AND MAINTAINED SANITARY
 PUBLIC WATER (TOWN OF AMSTERDAM)

APPROXIMATE
 LIMITS OF PUD

LANDS NOT
 WITHIN AREA
 OWNED BY
 GRANVILLE BLOOM COMPANY, INC.
 BOOK 96, PAGE 224

LANDS NOT
 GRANVILLE BLOOM COMPANY, INC.
 BOOK 96, PAGE 224

Appendix C– Legal Description

Stephen P. Walrath, L.S.

**Land Surveying & Land Use Planning
Environmental Mapping**

P.O. Box 381
122 Main Street
Altamont, NY 12009
518-986-0125
email: spwalrath3@gmail.com

**SUGGESTED DESCRIPTION
Lands of
Concord Development Co., LLC.
108.75+/- Acres
Town of Amsterdam
County of Albany
State of New York**

All tract, piece or parcel of land situate in the Town of Amsterdam, County of Montgomery and State of New York lying southerly of Log City Road and being more particularly bounded and described as follows:

Beginning at a point in the centerline of Log City Road at its intersection with the division line between the lands now or formerly of Camille Panasiuk & Charles Campione (Book 730 of Deeds, Page 271) on the east and north and the lands herein described on the west and south and running thence the following four (4) courses and distances along said division line:

1. S 04°49'30" W 216.62 feet to a point;
2. N 85°48'30" E 141.00 feet to a point;
3. S 03°45'30" E 108.30 feet to an iron rod found; and
4. S 85°14'30" E 237.10 feet to an iron pipe found at its intersection with the division line

between the lands now or formerly of Joseph & Robert Litwa (Book 585 of Deeds, Page 170) and also the lands now or formerly of Charles J. Lenig & Kristen E. Steimers (Book 742 of Deeds, Page 207) on the north and the lands herein described on the south; running thence S 73°19'30" E 225.00 feet, along said division line, to a point at its intersection with the division line between the lands now or formerly of James T., Sr. & Stella G. Sarandrea (Instrument No. 2011-44121) and also the lands now or formerly of Edward E. & Judith Hirt (Instrument No. 2013-53164) on the north and the lands herein described on the south; running thence S 72°52'13" E 336.41 feet, along said division line, to an iron pipe found at its intersection with the division line between the lands now or formerly of the People of the State of New York (being property acquired as a conservation area to mitigate for the wetland impacted by the proposed construction or reconstruction of the Rt. 30: Amsterdam – Voorhees Road) on the east and north and the lands herein described on the west and south; running thence the following four (4) courses and distances along said division line:

1. S 06°47'50" E 276.61 feet to a capped iron rod found;
1. S 88°16'41" E 119.13 feet to a capped iron rod found;
2. N 60°27'54" E 299.22 feet to a capped iron rod found; and
3. N 17°45'58" W 174.15 feet to a capped iron rod found at its intersection with the southerly

highway boundary line of the realigned Log City Road; running thence the following four (4) courses and distances along said southerly highway boundary line:

1. S 75°15'45" E 161.32 feet to a capped iron rod found;

2. S 81°31'32" E 167.96 feet to a capped iron rod found;
3. S 87°14'09" E 225.47 feet to a capped iron rod found; and

4. N 86°25'04" E 335.73 feet to a capped iron rod set at its intersection with the division line between the lands now or formerly of Altiora Amsterdam, LLC (Instrument No. 2015-65264) on the east and north and the lands herein described on the west and south; running thence the following two (2) courses and distances along said division line:

1. S 06°05'26" E 358.24 feet to a capped iron rod found; and

2. N 85°21'49" E 446.75 feet to a capped iron rod set on the westerly highway boundary line of New York State Route 30; running thence S 10°17'00" E 60.27 feet, along said westerly highway boundary line, to a capped iron rod set at its intersection with the division line between the lands now or formerly of 4790 State Highway 30, LLC (Instrument No. 2010-37796) on the south and east and the lands herein described on the north and west; running thence the following two (2) courses and distances along said division line:

1. S 85°21'49" W 388.73 feet to a capped iron rod found; and

2. S 6°05'26" E 150.02 feet to an iron pipe found at its intersection with the division line between the lands now or formerly of Rout 30 Associates (Book 489 of Deeds, Page 137) on the south and the lands herein described on the north; running thence S 84°57'14" W 598.94 feet, along said division line, to a capped iron rod found at its intersection with the division line between the lands now or formerly of Liberty Foundation (Instrument No. 2014-60468) on the south and the lands herein described on the north; running thence S 85°13'27" W 688.99 feet, along said division line, to an iron pipe found at its intersection with the division line between the lands now or formerly of Liberty Foundation (Instrument No. 2014-60468) on the east and south and the lands herein described on the west and north; running thence the following two (2) courses and distances along said division line:

1. S 07°31'32" E 226.70 feet to a point; and

2. S 83°02'36" W 674.32 feet to an iron pipe found at its intersection with the division line between the lands now or formerly of Cranesville Block Company, Inc. (Book 547 of Deeds, Page 20) on the south and the lands herein described on the north; running thence S 83°46'19" W 838.90 feet, along said division line, to an iron pipe found at its intersection with the division line between the lands now or formerly of William A., Jr. & Carol T. Whelly (Book 564 of Deeds, Page 336) on the south and the lands herein described on the north; running thence S 83°12'30" W 825.42 feet, along said division line, to an iron pipe found at its intersection with the division line between the lands now or formerly of John C. Bieniek & Terry A. Bieniek (Book 719 of Deeds, Page 070) on the west and south and the lands herein described on the east and north; running thence the following two (2) courses and distances along said division line:

1. N 06°25'20" W 1,189.10 feet to a point; and

2. S 83°44'18" W 916.80 feet to an iron pipe found at its intersection with the division line between the lands now or formerly of Marvin & Leona DuBois (Instrument No. 2011-43633) on the west and the lands herein described on the east; running thence the following three (3) courses and distances along said division line:

1. N 06°22'05" W 296.82 feet to an iron pipe found;

2. N 89°06'31" E 145.58 feet to a capped iron rod found; and

3. N 06°37'24" W 315.57 feet to a capped iron rod found at its intersection with the division line between the lands now or formerly of Eben & Karen Miller (Instrument No. 2016-69823) on the west and the lands herein described on the east; running thence N 06°37'33" W 312.28 feet, along said division line and passing through a capped iron rod found on line at a distance of 285.15 feet, to a point in the aforementioned centerline of Log City Road; running thence the following four (4) courses and distances along said centerline of Log City Road:

1. S 83°07'39" E 194.55 feet to a point;

2. S 82°34'24" E 362.60 feet to a point;

3. S 82°57'11" E 161.55 feet to a point; and
4. S 83°42'00" E 76.43 feet to a point at its intersection with the division line between the lands now or formerly of William A. Whelly, III (Instrument No. 2011-41364) on the east and north and the lands herein described on the west and south; running thence the following two (2) courses and distances along said division line:
 1. S 06°37'09" E 225.99 feet to a capped iron rod found; and
 2. S 84°28'09" E 229.60 feet to an iron pipe found at its intersection with the division line between the lands now or formerly of Christopher W., William A. & Eric W. Wilczak (Book 1195 of Deeds, Page 50) on the north and the lands herein described on the south; running thence S 83°49'44" E 150.21 feet, along said division line, to a point at its intersection with the division line between the lands now or formerly of Thomas M. Corcuera (Instrument No. 2015-61416) on the north and the lands herein described on the south; running thence S 84°08'00" E 120.00 feet, along said division line, to a point at its intersection with the division line between the lands now or formerly of Robert D. & Elaine B. Hall (Book 724 of Deeds, Page 196) on the north and the lands herein described on the south; running thence S 84°18'17" E 125.95 feet, along said division line, to an iron pipe found at its intersection with the division line between the lands now or formerly of Edward B. & Patricia Ann Bujanowski (Book 303 of Deeds, Page 325) on the north and west and the lands herein described on the south and east; running thence the following two (2) courses and distances along said division line:
 1. S 85°00'01" E 164.39 feet to an iron pipe found; and
 2. N 06°09'50" W 220.46 feet to a point at its intersection with the aforementioned centerline of Log City Road; running thence the following three (3) courses and distances along said centerline:
 1. S 83°25'06" E 236.60 feet to a point of curvature;
 2. along a curve to the right, having a radius of 1,700.00 feet, an arc distance of 248.58 feet to a point of tangency, the chord for said curve being 248.36 feet and having a chord bearing of S 79°13'45" E; and
 3. S 75°02'25" E 250.45 feet to the point of beginning.

Containing 108.75 Acres of land, more or less.

Appendix D – Zoning Schedule

Area	Lot Coverage (max.)	Front Yard (min.)	Side Yard (min.)	Rear Yard (min.)	Building Height (max.)	Units/Structure
A	25%	50	50	50	2.5 Stories/35 feet	Townhouses: 4 units /structure Condominiums: 2 units/structure
B	25%	50	50	50	2.5 Stories/35 feet	Townhouses: 4 units /structure Condominiums: 2 units/structure
C	30%	30	20	20	3 Stories/45 feet	Multiple Family Dwellings (exclusive of Buildings 3 and 18): 12 units/structure Multiple Family Dwellings – Buildings 3 and 18: 18 units/ structure
D	20%	50	10	50	2.5 Stories/35 feet	One dwelling unit

Appendix E – Area C Building Renderings



EcoFlats at Log City
Phase 1 Exterior

bruns reality group, llc
bringing happiness to your home



BLACK MOUNTAIN
ARCHITECTURE



Passive House Efficiency

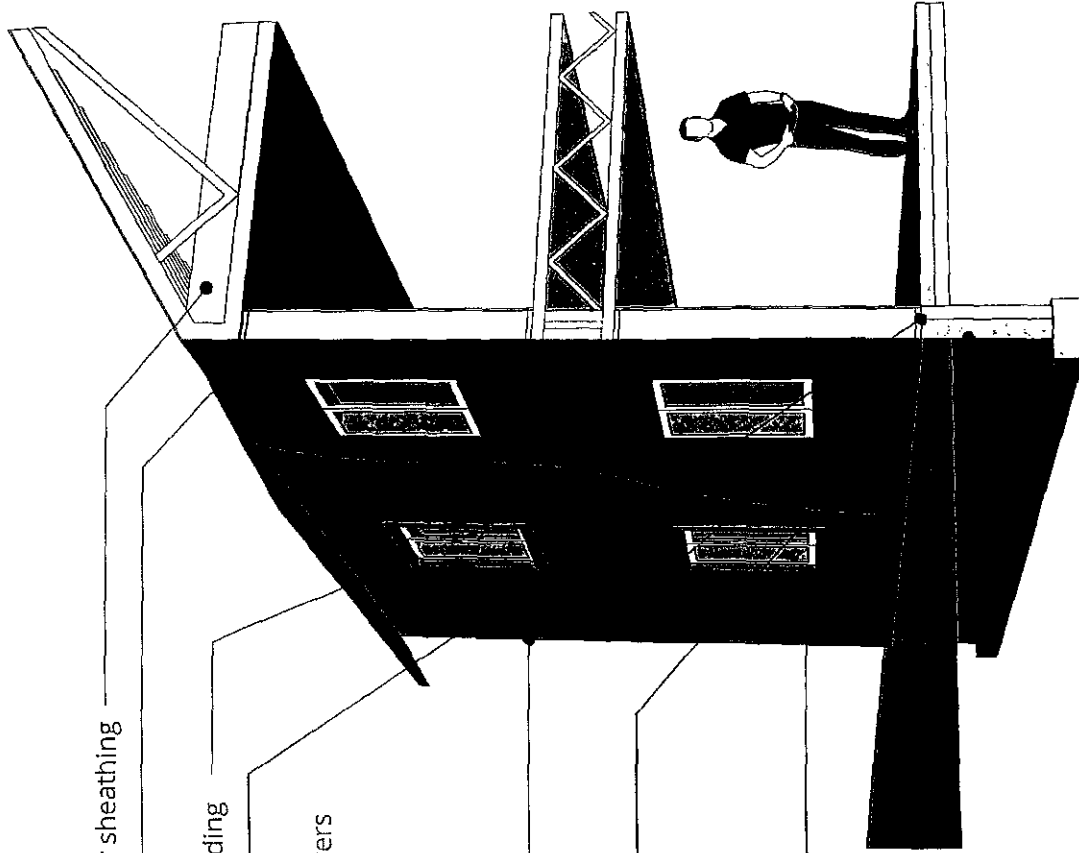
- Roof: 18" cellulose attic insulation (R-64) with ceiling air barrier sheathing
- Walls: 2X10 dense-pack cellulose (R-28)
- Sealed-sheathing air barrier, tested for compliance
- Windows: high-performance i89 + argon glazing + exterior shading
- Slab: fully insulated with foundation thermal break (R-10)
- Energy recovery ventilation, balanced and distributed
- Heat pump efficiency: heating, cooling, hot-water + clothes dryers
- Compartmentalized dwelling air-tightness, tested

Carbon Cutting Design

- Carbon-sequestering wood + cellulose construction
- Sloped-roof replaces foam with carbon-sequestering cellulose
- Carbon-smart gypsum board
- Reduced concrete volume + fly ash = 50% cement reduction

Climate Resilient Homes

- Passive solar heating for all apartments
- On-site solar panels with emergency battery backup
- Passive survivability during extended power outage
- Filtered indoor air supply
- Located above flood plain



BLACK MOUNTAIN
ARCHITECTURE



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bringing happiness to your home

EcoFlats at Log City
Phase 1 Wall Section

Balcony Design Provides Dual Purpose of Balcony Amenity and Sun Shading Function

Exterior Solar Shades Prevent Overheating

Double pane 180 LoE i89 Argon Windows

Concrete for footings, stem walls and slab uses 30% fly ash

Roof insulated with 18" loose fill cellulose

Walls insulated with 12" dense pack cellulose

Cladding selected for durability and resilience

Solar Carport with Photovoltaic Panels

EV Charging Stations



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ARCHITECTURE



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EcoFlats at Log City
Phase 1 Exterior Features

Balconies Provide Connection to Outdoors

13' X 21'4"

Daylighting and 9' Ceilings Enhance Occupant Comfort

10" thick double stud wall filled with cellulose

Energy Recovery Ventilation Provides Fresh Air

All Electric EnergyStar Appliances

Sun Shades Prevent Overheating

12'6" X 11'6"

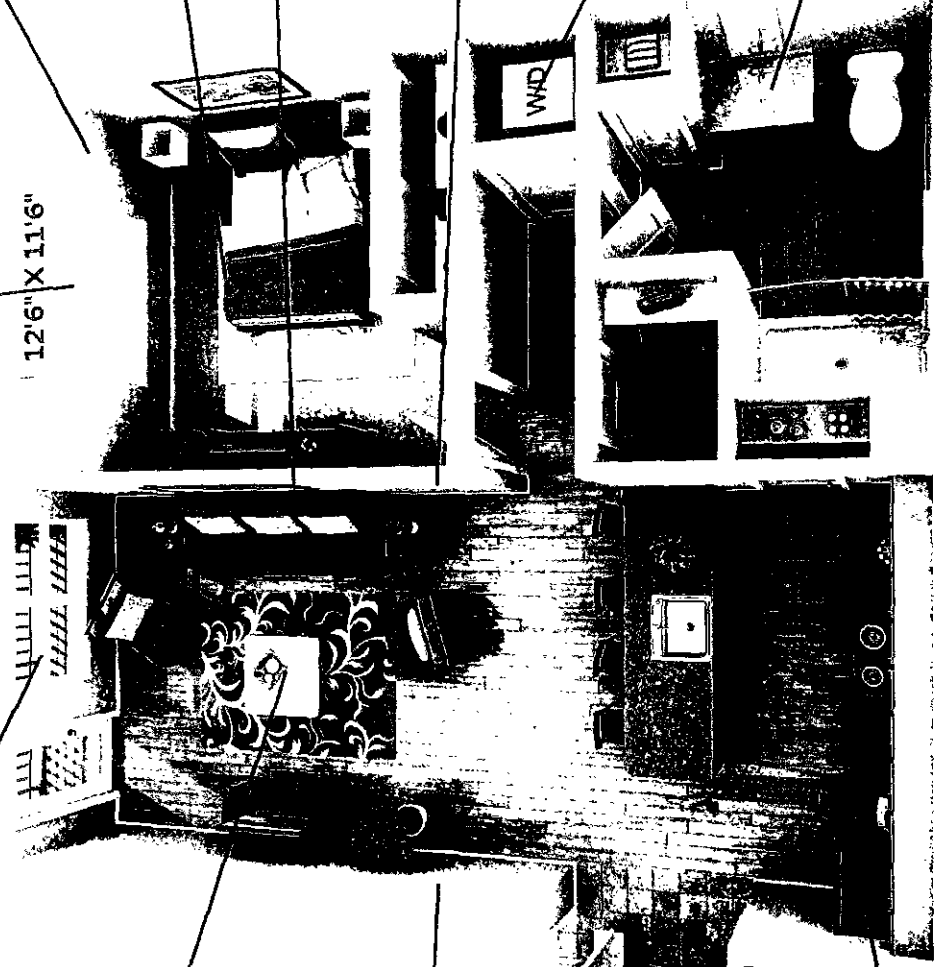
Ceiling Fan Circulates Heating and Cooling

Heating and Cooling with Air Source Heat Pumps

Wall Mounted Color Touch Screen Provides Simplified HVAC Interface and Energy Use Feedback

Heat Pump Clothes Dryer

Low Flow Plumbing Fixtures



13' X 8'



BLACK MOUNTAIN
ARCHITECTURE



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bringing happiness to your home

EcoFlats at Log City
Phase 1 Interior Features

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. 2 of 2023 of the ~~(County)(City)(Town)(Village)~~ of Amsterdam was duly passed by the Amsterdam Town Board on January 25, 2023, in accordance with the applicable ~~(Name of Legislative Body)~~ provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) ~~(Name of Legislative Body)~~ (repassed after disapproval) by the _____ and was deemed duly adopted ~~(Elective Chief Executive Officer*)~~ on _____ 2023, in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) ~~(Name of Legislative Body)~~ (repassed after disapproval) by the _____ on _____ 20____. ~~(Elective Chief Executive Officer*)~~

Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 20____, and was (approved)(not approved) ~~(Name of Legislative Body)~~ (repassed after disapproval) by the _____ on _____ 20____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20____, in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

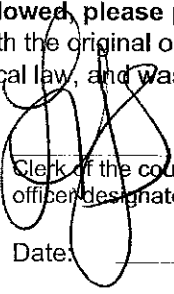
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20 ____, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20____ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 20____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph 1 above.



Clerk of the county legislative body, City, Town or Village Clerk or officer designated by local legislative body

Date: 01-30-2023

(Seal)

WHITEMAN
OSTERMAN
& HANNA LLP

Attorneys at Law
www.woh.com

One Commerce Plaza
Albany, New York 12260
518.487.7600

Thomas J. Ruane
Partner
518.487.7698 phone
truane@woh.com

February 3, 2026

Via Email

Town of Amsterdam Planning Board
Attn: Darlene Thibodeau
dthibodeau@townofamsterdam.org

Re: Application and Petition to Amend Local Law No. 2 of 2023

Dear Chairperson Kuchis and Members of the Planning Board:

This firm represents Concord Development Co. LLC (the “Applicant”) in connection with this application and petition to the Town of Amsterdam Town Board to amend Local Law No. 2 of 2023 (the “Application and Petition” or “Proposed Action”), which established Planned Unit Development District No. 3 (“PUD District No. 3”). On January 28, 2026, the Town Board passed a resolution that, in relevant part, (a) referred the Petition and Application to the Planning Board for recommendation, (b) indicated the Town Board’s consent to the Planning Board serving as Lead Agency for the review of the Proposed Action under the State Environmental Quality Review Act (“SEQRA”), and (c) referred the Application and Petition to the Montgomery County Planning Department as soon as the this Planning Board and the Town’s engineer deem the Application and Petition complete.

The Petition and Application

As set forth in this Application and Petition, the requested amendments to Local Law No. 2 of 2023 include expanding the permitted uses in “Area B” of PUD District No.3 to allow for multi-family dwellings (up to 16 units per structure), customary accessory uses, private detached garages or covered parking, maintenance garages, pool houses, club houses, and residential recreational facilities, and increase the maximum building height to 3 stories or 45 feet.

Subdivision Application

The Applicant also submits the enclosed subdivision application and subdivision plat for the Planning Board's review and consideration. The subdivision application is enclosed as **Attachment A** and the plat is enclosed as **Attachment B**.

SEQRA

This Proposed Action is a Type I action under SEQRA as it is the adoption of changes in the allowable uses within a zoning district, affecting 25 or more acres of the district. *See* 6 NYCRR § 617.4(b)(2). As noted above, on January 28, 2026, the Town Board adopted a resolution consenting to the Planning Board serving as Lead Agency for the SEQRA review of this Proposed Action. Enclosed herewith as **Attachment C** is a completed Full Environmental Assessment Form Part 1 for the Proposed Action.

We respectfully request to be added to the agenda for the Planning Board's February 4, 2026 meeting. We also respectfully request that the Planning Board designate itself as Lead Agency for the SEQRA review of the Application and Petition.

Sincerely,

/s/ *T.J. Ruane*

T.J. Ruane, Esq.

Enclosures

cc: Linda Bartone-Hughes (lhuges@townofamsterdam.org)
Adam Yagelski, Delaware Engineering (ayagelski@delawareengineering.com)

Attachment A

2/10/2011

Application #: _____

Date: _____

Town of Amsterdam
Planning Board
Application to the Planning Board

A completed Application must be filed at least fourteen (14) days prior to the meeting at which it is to be considered by the Planning Board, including all applicable attached information.

Applicant: Concord Development Co, LLC
(must be property owner)

Applicant's Representative: Chris Meyer MYERS
(if applicable)

Address: P.O. Box 9614
Niskayuna, NY 12309

Address: P.O. Box 9614
Niskayuna, NY 12309

Phone: (518) 842-7961

Phone: (518) 842-7961

Professional Advisor: S Walroth, LS
(i.e. Engineer, Architect, Surveyor, etc.)

Other : _____
(if appropriate, please specify)

Address: 122 Main Street P.O. Box 381

Address: _____

Phone: () _____

Phone: () _____

Property Location

Address: _____

General Location: Log City Rd.

Zoning District: Amended PUD District No. 3 - The Gehls and the Lotte at Log City Road

Tax Parcel ID # (SBL) 24-2-43.115

Type of Application (please check appropriate box(s)):

- Subdivision
- Site Plan
- Special Use Permit
- Planned Unit Development Review (formal action required by Town Board)

Attached please find Appendix A-SEQR compliance, and Appendix B-Ag. Data Statement compliance. Compliance with these items is required under the applicable NYS Laws, a brief explanation is included in the appendices to assist the applicant. For specifics on submission/application requirements, procedures, time frames, etc., the applicant should refer to the applicable Town regulations (Zoning, Subdivision, etc.) and/or NYS law (SEQR, Ag. & Markets, General Municipal, etc.).

Applicant [Signature] Date 11/3/25

Applicant's Representative _____ Date _____

Application #: _____
Date: _____

For Office Use Only

Application Fee: \$ _____

Engineering Fees: \$ _____ Description: _____

Other Fees: \$ _____ Description: _____

Total Amount Received: \$ _____

Check # (s)/Date: _____

Received By: _____

Total Amount Returned (engineering fees): \$ _____ Description: _____

For Planning Board Use Only

The Planning Board held a Public Hearing on _____ (day) of _____ (date),
_____ (year) in consideration of this application.

The application is hereby:

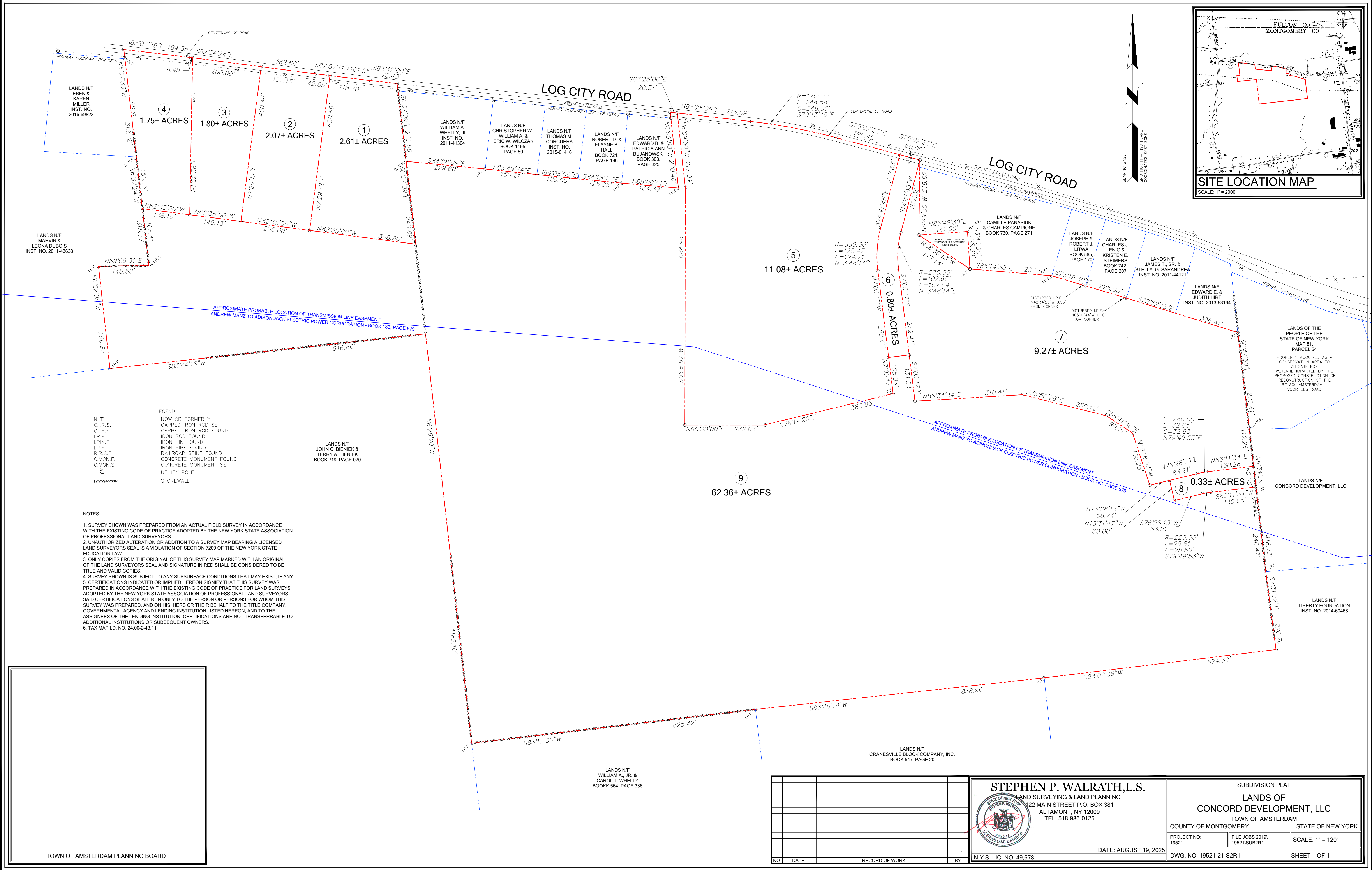
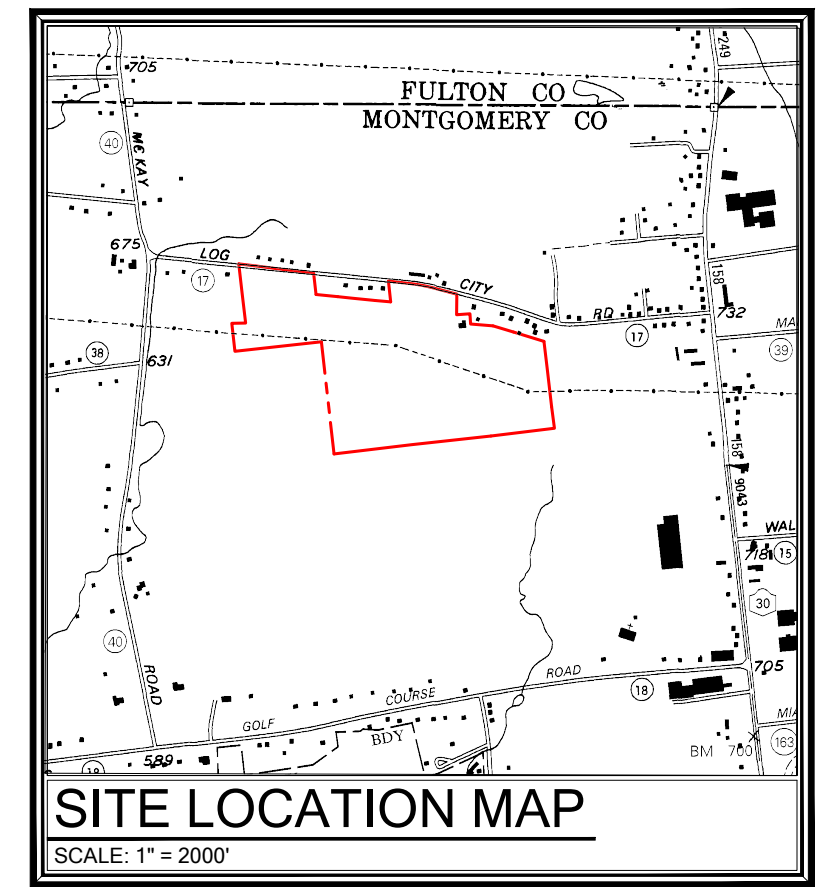
- approved
- approved with modifications
- disapproved

Modifications and comments: _____

Chairman, Town of Amsterdam Planning Board

Date

Attachment B



STEPHEN P. WALRATH, L.S.
 LAND SURVEYING & LAND PLANNING
 122 MAIN STREET P.O. BOX 381
 ALTAMONT, NY 12009
 TEL: 518-986-0125

DATE: AUGUST 19, 2025

N.Y.S. LIC. NO. 49,678

SUBDIVISION PLAT
LANDS OF CONCORD DEVELOPMENT, LLC
 TOWN OF AMSTERDAM
 COUNTY OF MONTGOMERY STATE OF NEW YORK

PROJECT NO: 19521
 FILE JOBS 2019: 19521SUB2R1
 SCALE: 1" = 120'

DWG. NO. 19521-21-S2R1 SHEET 1 OF 1

TOWN OF AMSTERDAM PLANNING BOARD

Attachment C

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No”. If the answer to the initial question is “Yes”, complete the sub-questions that follow. If the answer to the initial question is “No”, proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project:		
Project Location (describe, and attach a general location map):		
Brief Description of Proposed Action (include purpose or need):		
Name of Applicant/Sponsor:		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Project Contact (if not same as sponsor; give name and title/role):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees <input type="checkbox"/> Yes <input type="checkbox"/> No		
b. City, Town or Village Planning Board or Commission <input type="checkbox"/> Yes <input type="checkbox"/> No		
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
i. Coastal Resources. <ul style="list-style-type: none"> <li data-bbox="121 829 1485 861">i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input type="checkbox"/> No <li data-bbox="121 892 1485 924">ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input type="checkbox"/> No <li data-bbox="121 924 1485 955">iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input type="checkbox"/> No 		

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? Yes No

- **If Yes**, complete sections C, F and G.
- **If No**, proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? Yes No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? Yes No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) Yes No

If Yes, identify the plan(s):

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? Yes No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
If Yes, what is the zoning classification(s) including any applicable overlay district?

b. Is the use permitted or allowed by a special or conditional use permit? Yes No

c. Is a zoning change requested as part of the proposed action? Yes No

If Yes,

i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? _____

b. What police or other public protection forces serve the project site?

c. Which fire protection and emergency medical services serve the project site?

d. What parks serve the project site?

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

b. a. Total acreage of the site of the proposed action? _____ acres

b. Total acreage to be physically disturbed? _____ acres

c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres

c. Is the proposed action an expansion of an existing project or use? Yes No

i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? Yes No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? Yes No

iii. Number of lots proposed? _____

iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? Yes No

i. If No, anticipated period of construction: _____ months

ii. If Yes:

- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year

• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? Yes No
 If Yes, show numbers of units proposed.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	_____

g. Does the proposed action include new non-residential construction (including expansions)? Yes No
 If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? Yes No
 If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? Yes No
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)
 If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

iv. Will there be onsite dewatering or processing of excavated materials? Yes No
 If yes, describe. _____

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? Yes No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? Yes No
 If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments? Yes No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? Yes No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? Yes No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? Yes No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No
- Do existing lines serve the project site? Yes No

iii. Will line extension within an existing district be necessary to supply the project? Yes No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? Yes No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? Yes No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

iii. Will the proposed action use any existing public wastewater treatment facilities? Yes No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No

• Do existing sewer lines serve the project site? Yes No
 • Will a line extension within an existing district be necessary to serve the project? Yes No
 If Yes:
 • Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? Yes No
 If Yes:
 • Applicant/sponsor for new district: _____
 • Date application submitted or anticipated: _____
 • What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? Yes No
 If Yes:
 i. How much impervious surface will the project create in relation to total size of project parcel?
 _____ Square feet or _____ acres (impervious surface)
 _____ Square feet or _____ acres (parcel size)
 ii. Describe types of new point sources. _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

 • If to surface waters, identify receiving water bodies or wetlands: _____

• Will stormwater runoff flow to adjacent properties? Yes No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? Yes No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? Yes No
 If Yes, identify:
 i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

 ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

 iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? Yes No
 If Yes:
 i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) Yes No
 ii. In addition to emissions as calculated in the application, the project will generate:
 • _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
 • _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
 • _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
 • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
 • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflouorocarbons (HFCs)
 • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? Yes No
 If Yes:
 i. Estimate methane generation in tons/year (metric): _____
 ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? Yes No
 If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Yes No
 If Yes:
 i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.
 ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____
 iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____
 iv. Does the proposed action include any shared use parking? Yes No
 v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____
 vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? Yes No
 vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Yes No
 viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Yes No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Yes No
 If Yes:
 i. Estimate annual electricity demand during operation of the proposed action: _____
 ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____
 iii. Will the proposed action require a new, or an upgrade, to an existing substation? Yes No

l. Hours of operation. Answer all items which apply.

<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
--	---

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Yes No
 If yes:
 i. Provide details including sources, time of day and duration:

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
 Describe: _____

n. Will the proposed action have outdoor lighting? Yes No
 If yes:
 i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? Yes No
 Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? Yes No
 If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? Yes No
 If Yes:
 i. Product(s) to be stored _____
 ii. Volume(s) _____ per unit time _____ (e.g., month, year)
 iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes No
 If Yes:
 i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? Yes No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Yes No
 If Yes:
 i. Describe any solid waste(s) to be generated during construction or operation of the facility:
 • Construction: _____ tons per _____ (unit of time)
 • Operation : _____ tons per _____ (unit of time)
 ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:
 • Construction: _____

 • Operation: _____

 iii. Proposed disposal methods/facilities for solid waste generated on-site:
 • Construction: _____

 • Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No
 If Yes:
 i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____
 ii. Anticipated rate of disposal/processing:
 • _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
 • _____ Tons/hour, if combustion or thermal treatment
 iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No
 If Yes:
 i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

 ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

 iii. Specify amount to be handled or generated _____ tons/month
 iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

 v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No
 If Yes: provide name and location of facility: _____

 If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.
 i. Check all uses that occur on, adjoining and near the project site.
 Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Aquatic Other (specify): _____
 ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertypes	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____ _____			

c. Is the project site presently used by members of the community for public recreation? Yes No
i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? Yes No
If Yes,
i. Identify Facilities:

e. Does the project site contain an existing dam? Yes No
If Yes:
i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
If Yes:
i. Has the facility been formally closed? Yes No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? Yes No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? Yes No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes No
 Yes – Spills Incidents database Provide DEC ID number(s): _____
 Yes – Environmental Site Remediation database Provide DEC ID number(s): _____
 Neither database
ii. If site has been subject of RCRA corrective activities, describe control measures: _____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
If yes, provide DEC ID number(s): _____
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

v. Is the project site subject to an institutional control limiting property uses? Yes No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? Yes No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ feet

b. Are there bedrock outcroppings on the project site? Yes No
 If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: _____ %
 _____ %
 _____ %

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils: Well Drained: _____ % of site
 Moderately Well Drained: _____ % of site
 Poorly Drained _____ % of site

f. Approximate proportion of proposed action site with slopes: 0-10%: _____ % of site
 10-15%: _____ % of site
 15% or greater: _____ % of site

g. Are there any unique geologic features on the project site? Yes No
 If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? Yes No

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No
 If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? Yes No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? Yes No
 If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? Yes No

j. Is the project site in the 100-year Floodplain? Yes No

k. Is the project site in the 500-year Floodplain? Yes No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? Yes No
 If Yes:
 i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____ _____ _____	
n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Describe the habitat/community (composition, function, and basis for designation): _____ _____ <i>ii.</i> Source(s) of description or evaluation: _____ <i>iii.</i> Extent of community/habitat: <ul style="list-style-type: none"> • Currently: _____ acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres 	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Species and listing (endangered or threatened): _____ _____ _____	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Species and listing: _____ _____	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, give a brief description of how the proposed action may affect that use: _____ _____	
E.3. Designated Public Resources On or Near Project Site	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input type="checkbox"/> No <i>i.</i> If Yes: acreage(s) on project site? _____ <i>ii.</i> Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature <i>ii.</i> Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input type="checkbox"/> No If Yes: <i>i.</i> CEA name: _____ <i>ii.</i> Basis for designation: _____ <i>iii.</i> Designating agency and date: _____	

<p>e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District</p> <p style="margin-left: 20px;">ii. Name: _____</p> <p style="margin-left: 20px;">iii. Brief description of attributes on which listing is based: _____</p>
<p>f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>g. Have additional archaeological or historic site(s) or resources been identified on the project site? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Describe possible resource(s): _____</p> <p style="margin-left: 20px;">ii. Basis for identification: _____</p>
<p>h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Identify resource: _____</p> <p style="margin-left: 20px;">ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____</p> <p style="margin-left: 20px;">iii. Distance between project and resource: _____ miles.</p>
<p>i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p style="margin-left: 20px;">i. Identify the name of the river and its designation: _____</p> <p style="margin-left: 20px;">ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>

F. Additional Information

Attach any additional information which may be needed to clarify your project.

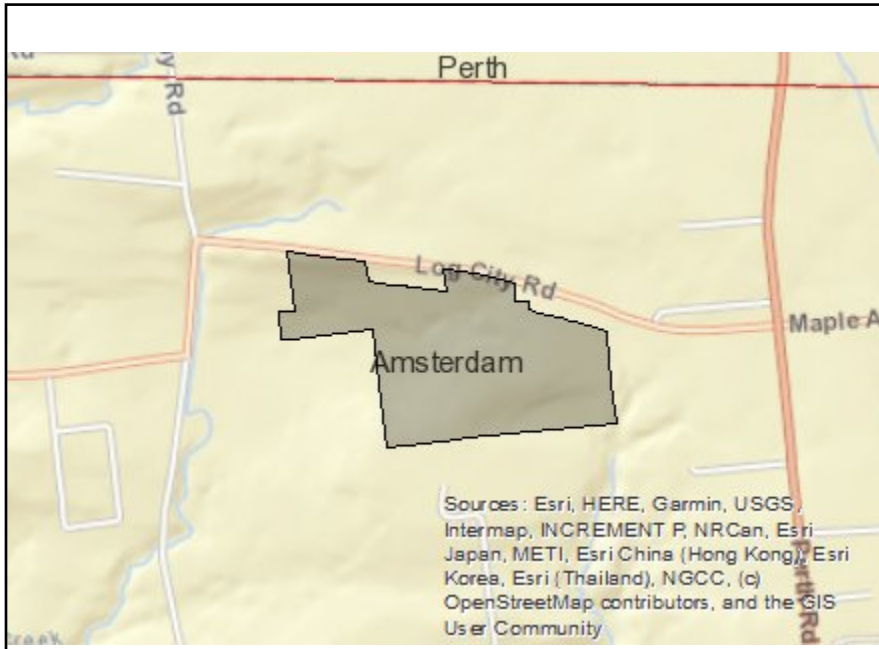
If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name _____ Date _____

Signature _____ Title _____



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYS Heritage Areas: Mohawk Valley Heritage Corridor
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.ii [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	V00372
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	Yes
E.2.l. [Aquifer Names]	Principal Aquifer

E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	No
E.3.i. [Designated River Corridor]	No



MEMO

DATE: March 4, 2026

TO: Alex Kuchis, Chairman
Town of Amsterdam Planning Board

FROM: Adam Yagelski, AICP, Senior Planner *AJY*

CC: Darlene Thibodeau, Planning Board Secretary; Chuck Schwartz, Esq., Town Attorney; Applicant

SUBJECT: Review of proposed Log City PUD Area "B" modifications and Areas "A" and "B" subdivision

Concord Development, LLC ("Applicant") has petitioned the Town Board to consider enactment, via local law and in accordance with the procedures for amending the Town's Zoning Law, of certain changes to the previously adopted PUD District No. 3 (the "Log City Rd PUD").

The proposed changes include the addition of allowed within the Log City Rd PUD Area B and increase the maximum building height in Area B to 3 stories. The proposed changes are summarized in the following table:

Element	Adopted	Proposed for Adoption
<i>Section 5.B Phasing</i>		
Phasing and Residential Density	A maximum of 256 dwelling units In a mixture of two- and four-unit Condominium and Townhouse buildings	A maximum of 256 dwelling units in Multi-family Dwellings (up to 16 units per dwelling structure)
<i>Appendix A</i>		
Permitted Uses	Townhouse Condominium Community Park or Playground Maintenance Garage** Roof mounted solar Utility structure {pump Station) **Maintenance Garage — This use shall be restricted not to	Townhouse Condominium Community Park or Playground Maintenance Garage** Roof mounted solar Utility structure {pump Station) Multi-family Dwellings Customary Accessory Uses****

DELAWARE ENGINEERING, D.P.C.

	exceed 2,500 square feet per PUD Area (exclusive of Area D), specifically related to grounds maintenance of the PUD area and shall be subject to site plan review.	<p>**Maintenance Garage — This use shall be restricted not to exceed 2,500 square feet per PUD Area (exclusive of Area D), specifically related to grounds maintenance of the PUD area and shall be subject to site plan review.</p> <p>****Accessory Buildings are permitted in accordance with Art. VIII Section 24 of the Town's Zoning Law, as may be amended or revised.</p>
<i>Appendix D – Zoning Schedule</i>		
Lot Coverage (max.)	25%	25%
Front Yard (min.)	50 [feet]	50 [feet]
Side Yard (min.)	50 [feet]	50 [feet]
Rear Yard (min.)	50 [feet]	50 [feet]
Building Height (max.)	2.5 Stories/35 feet	3 Stories/45 feet
Units/Structure	Townhouses: 4 units /structure Condominiums: 2 units/structure	Multi-family Dwelling: Up to 16-units/structure

In addition, the Applicant is proposing to subdivide a portion of these lands.

In connection with its proposed developments within the lands zoned PUD District No. 3 (the "Log City Rd PUD"), Concord Development, LLC ("Applicant") the following materials:

- Transmittal letter, dated January 28, 2026, RE: Application and Petition to Amend Local Law No. 2 of 2023, prepared by Whiteman, Osterman & Hanna, LLP (WOH);
- Proposed draft local law entitled "A local law amending the Town of Amsterdam Zoning Law for Planned Unit Development District No. 3" [prepared by WOH, undated]
- Proposed draft Town of Amsterdam Town Board resolution Introducing Local Law to Amend Local Law No. 2 of 2023, dated January 28, 2026 [prepared by WHO];
- Transmittal letter, dated February 3, 2026, RE: Application and Petition to

Amend Local Law No. 2 of 2023, prepared by Whiteman, Osterman & Hanna, LLP;

- Planning Board application [for subdivision], dated November 3, 2025;
- Subdivision plat, entitled "Subdivision of Lands of Concord Development, LLC," consisting of 1 sheet, prepared by Stephen P. Walrath, LS, Land Surveying and Land Planning, dated August 19, 2025;
- Full environmental assessment form (FEAF) Part 1, dated February 2, 2026, prepared by Brett L. Steenburgh, PE; and
- Document entitled "Report and Recommendation [with respect to proposed PUD amendments], dated March 4, 2026 [prepared by WOH].

Having reviewed these materials we offer the following comments, as set forth herein.

SEQR

In November 2022, the Planning Board issued a negative declaration of environmental significance for an action involving the Project site (the "2022 Neg Dec"). In the 2022 Neg Dec, the Planning Board found that the subject action may impact the following categories of environmental resources: Land; Surface Water; Groundwater; Plants and Animals; Historic and Archaeological Resources; Transportation; and Noise, Odor, and Light.

The Planning Board further found that the that Project may have moderate to large impacts on several subcategories of environmental resources. These subcategories are presented below, in italics, followed by an analysis of the proposed changes to the Log City Rd PUD relative to these potential impacts and the Board's reasoned elaboration, pursuant to the FEAF Part 3.

- *1.e. The proposed action may involve construction that continues for more than one year or in multiple phases.*

The Board previously noted that erosion and sediment control (E&SC) practices will need to be maintained throughout construction. The proposed Log City Rd PUD amendments would be subject to the same SPDES requirements for stormwater discharges from construction activity, including preparation of a SWPPP. In addition, the higher density apartment buildings may involve less land disturbance for the same number of units, which remains unchanged at 254 in Area B. Therefore, the proposed modification can be expected not to present any new or different impacts to land.

- *1.a The proposed action may involve construction on land where depth to water table is less than 3 feet.*

The modification to allow multi-unit buildings would not alter the Board's previous analysis, as the development would require similar excavation depths (i.e., for utility installation) and connect to public water and sewer utilities. A SWPPP will be required, as this is part of a larger common plan of development or sale. Therefore, the proposed modification can be expected not to present any new or different impacts to land.

- *3. d The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.*

The Board previously found that there are approximately 32 acres of federal jurisdictional wetlands located on the 108-acre amended PUD and at full development, the entire project would involve the discharge of fill material into approximately 0.09. A permit from the USACOE to allow the discharge of fill material into approximately 0.09 acres of waters of the United States for development in Area A and C has been issued. Review of NYSDEC mapping indicates that NYSDEC-jurisdiction wetlands may be present within Area B, and development of multi-family buildings would be subject to the applicable permitting requirements and mitigation measures, as the Board previously assessed. In addition, a SWPPP is required and will mitigate potential impacts from stormwater runoff from the developments. Therefore, the proposed modification can be expected not to present any new or different impacts to water resources.

- *3.h The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.*

As noted, the proposed amendments would require implementation of a SWPPP, which was previously noted as a mitigation measure. Therefore, the proposed modification can be expected not to present any new or different impacts to water resources.

- *3.k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.*

The Board previously assessed that the Log City Rd PUD could generate up to 110,880 GPD in sewer effluent, including 55,880 gpd from up to 508 bedrooms. The number of dwelling units has not changed, and other sources of sewer demand can be expected to be similar as compared to the approved Log City Rd PUD. As mitigation for potential impacts to the

City system, a 300' portion of the Henrietta St. sewer main was to be upgraded, in accordance with the City-Town intermunicipal agreement for sewer service. Similar to the adopted Log City Rd PUD, the proposed modifications can be expected to generate greater than 2,500 GPD of effluent and, therefore, subject to review by NYSDEC and adhere to the Town's sewer use requirements, including the IMA with the City. Therefore, the proposed modification can be expected not to present any new or different impacts to water resources.

- *7.b The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.*

7.h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat.

The Board previously assessed potential impacts to the sedge wren, a New York State-threatened species. Review in concert with NYSDEC determined that the project site is not located within a buffered radius of any documented occurrences of a state-listed species. The nearest documented occurrence of a species is located over 1.5 miles to the southwest of the site, along the Mohawk River. The proposed modifications would not alter the development footprint. Therefore, the proposed modification can be expected not to present any new or different impacts to animals.

- *15.a The proposed action may produce sound above noise levels established by local regulation.*

As the Board reasoned in the 2022 Neg Dec, the construction phase, while not a permanent feature of the project, is anticipated to last two years and could constitute a potential impact. Construction operations will be limited to 7:00 AM to 8:00 PM Monday through Saturday. Site lighting will be determined a site plan review. Therefore, the proposed modification can be expected not to present any new or different impacts to noise.

In addition, Planning Board, in its reasoned elaboration also addressed potential impacts to transportation due to the potential increase in trips taken on the Town's road networks. The traffic assessment reviewed by the Board as part of the 2022 Neg Dec contained an analysis of both Townhouses/Condominiums and

Apartments, which have potential to generate slightly different numbers of trips during the peak hours.¹ That analysis concluded: “

“The trip generation comparison assessment indicates that the construction of approximately 325 traditional apartments or 135 single family homes would generate similar traffic when compared to the 256 townhouse/condominium units that is currently assumed for Area B. No mitigation would be required at the study area intersections if this portion of the PUD was developed with these types of uses.”

For the foregoing reasons, the proposed modification can be expected not to present any new or different impacts as compared to the assessment carried out by the Board for the Log City Rd PUD and as documented in the 2022 Neg Dec.

Proposed Subdivision of Lands of Concord Development, LLC

We offer the following technical comments on the proposed plat:

1. The plat must be made clearer as to existing and proposed lots. For example, lots shown as 1 through 4 are existing, and certain have residential development. These should be eliminated from the proposed plat. It is further unclear how many lots are proposed.
2. The Town of Amsterdam Subdivision Regulations (dated Oct. 1964) provide, at Section VIII.B, that the Board may modify the requirements of the Regulations for Large Scale Development, as defined therein. Accordingly, we recommend that the plat provide a note referencing the adopted PUD legislation.

¹ See Letter to Mr. David Bruns, dated October 27, 2022, RE Supplemental Traffic Assessment, Log City Road Apartments, Log City Road Extension, Town of Amsterdam, Montgomery County, New York, prepared by Creighton Manning

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

Referral Number _____
 assigned by the MCPB upon
 acceptance of referral for review

This Referral must be received SEVEN CALENDAR DAYS prior to the MCPB meeting date in order for it to be placed on the agenda.

TO: Montgomery County Planning Board,
 Old County Courthouse,
 PO Box 1500, Fonda, New York 12068
 Phone: 518-853-8334
 Fax: 518-853-8336

FROM: Municipal Board: _____
 Referring Officer: _____
 Mail original resolution to: _____

1. Applicant: Town of Glen 2. Site Address: 3978 NY-30A Fultonville, NY
 3. Tax Map Number(s): 84-4-2 4. Acres: 13.7

5. Is the site currently serviced by public water? Yes No
 6. On-site waste water treatment is currently provided by: Public Sewer or Septic System

7. Current Zoning: Rural/Residential 8. Current Land Use: Glen Highway Garage

9. Project Description: Construct a new 120' x 60' salt storage shed located behind the current highway garage. Site Plan Review necessary per NYS grant requirements.

10. MCPB Jurisdiction:

- Text Adoption or Amendment Site is located within 500' of: _____
- a municipal boundary.
 - a State or County thruway/highway/roadway
 - an existing or proposed State or County park/recreation area
 - an existing or proposed County-owned stream or drainage channel
 - a State or County-owned parcel on which a public building or institution is situated
 - a farm operation within an Agricultural District (Incl. Ag data Statement) (does not apply to area variances)

11. PUBLIC HEARING: Date: 3/9/2026 Time: 7:10PM Location: 7 Erie St Fultonville

Referred Action(s)

If referring multiple, related actions, please identify the referring municipal board if different from above.

12. Text Adoption or Amendment Referring Board: _____
 Comprehensive Plan Local Law Zoning Ordinance Other _____

13. Zone Change Referring Board: _____
 Proposed Zone District: _____ Number of Acres: _____
 Purpose of the Zone Change: _____

14. Site Plan Project Site Review Referring Board: Town Board
 Proposed Improvements: New construction salt storage shed
 Proposed Use: Highway department winter road work

Will the proposed project require a variance? Yes No Type: Area Use
 Specify: _____

Is a State or County DOT work permit needed? If Yes : State or County No
 Specify: _____

15. Special Permit

Referring Board: _____

Section of local zoning code that requires a special permit for this use: _____

Will the proposed project require a variance? Yes No Type: Area Use

16. Variance

Referring Board: _____

Area Use

Section(s) of local zoning code to which the variance is being sought: _____

Describe how the proposed project varies from the above code section: _____

SEQR Determination

Action:

Finding:

- Type I
- Type II
- Unlisted Action
- Exempt

- Positive Declaration – Draft EIS
- Conditional Negative Declaration
- Negative Declaration
- No Finding (Type II Only)

SEQR determination made by (Lead Agency): Town Board Date: 4/13/26
(expected)

REQUIRED MATERIAL

Send 3 copies of a "Full Statement of the Proposed Action" which includes:

All materials required by and submitted to the referring body as an application

- If submitting site plans, please submit only 1 large set of plans, and 12 11x17 packets.
- All material may be submitted digitally as well at <http://www.mcbdc.org/planning-services/montgomery-county-planning-board-referrals/>

This referral, as required by GML §239 1 and m, includes complete information, and supporting materials to assist the Montgomery County Planning Board (MCPB) in its review. Recommendations by MCPB shall be made to the Referring Body within thirty days of receipt of the Full Statement.

Jennifer Mete-Jeffer, Board member
Name, Title & Phone Number of Person Completing this Form (518)598-4830

4/6/26
Transmittal Date

This side to be completed by Montgomery County Planning.

REFERRAL FORM

MONTGOMERY COUNTY PLANNING BOARD

TO: _____

Receipt of 239-m referral is acknowledged on _____. Please be advised that the Montgomery County Planning Board has reviewed the proposal stated on the opposite side of this form on _____ and makes the following recommendation.

- Approves

- Approves (with Modification)

- Disapproves:

- No significant County-wide or inter-community input

- Not subject to Planning Board review

- Took no action

Section 239-m of the General Municipal Law requires that within thirty days after final action by the municipality is taken; a report of the final action shall be filed with the County Planning Board.

Date

Kenneth F. Rose, Director
Montgomery County Dept. of Economic
Development and Planning

PRELIMINARY ENGINEERING REPORT FOR SALT STORAGE BUILDING

FOR THE TOWN OF GLEN

7 Erie Street
Fultonville, NY 12072

Town Board

Timothy Reilly
Rosalie Farina
Susan Whiteman
Russell Kelly, Jr.
Ronald Crewell
Roxanne Douglass

Supervisor
Councilperson
Councilperson
Councilperson
Councilperson
Town Clerk

Project Engineer

KB Engineering & Architecture, P.C.



Project No. GNY02WD-19503
July 2024



TOWN OF GLEN

SALT STORAGE BUILDING

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TOWN OF GLEN
SALT STORAGE BUILDING

EXHIBITS

1. OVERALL LOCATION MAP
2. NYSDEC ENVIRONMENTAL RESOURCE MAPPER
3. FEMA FLOOD INSURANCE RATE MAP
4. EPA ENVIRONMENTAL JUSTICE REPORT
5. PRELIMINARY SITE PLAN
6. PRELIMINARY FLOOR PLAN AND BUILDING ELEVATION DRAWINGS
7. COST ESTIMATE

TOWN OF GLEN - SALT STORAGE BUILDING

EXECUTIVE SUMMARY

The Town of Glen has an existing Salt Shed at 194 Auriesville Road that is located about 1.5 miles from the Town's new Highway Garage at 3978 Oak Ridge Road (NYS Route 30A). The shed is in fair condition, but it is far enough away from the garage that it is difficult for the Town's staff to perform mixing, loading, and distribution of the salt efficiently and in a manner that ensures the environment is protected. Therefore, the Town intends to build a new salt storage shed adjacent to the Highway Garage. See Exhibit 1 for an overall location map of the project area.

SECTION 1 – PROJECT BACKGROUND AND HISTORY

SITE INFORMATION

The project lies on a gently sloping parcel three to four miles from the Mohawk River's southern bank in the Town of Glen. The elevation ranges from 785 feet at the back of the property (western end) to 800 feet at the front of the property (eastern end).

There are no rare plants or animals in the project vicinity. The project will be located outside of known wetland boundaries and will not impact any areas of land that have not been previously disturbed. See Exhibit 2 for a map from NYSDEC's Environmental Resource Mapper.

This project is located above the 100-year floodplain of the Mohawk River. See Exhibit 3 for the Federal Emergency Management Agency's Flood Insurance Rate Map for this area.

The soils in the project area are comprised of silt loam complexes with a "depth to restrictive feature" of greater than 80 inches and water tables less than 12 inches below grade (NRCS Websoil Survey).

The project is not located in an Environmental Justice Area. An EPA environmental justice report for the project area is in Exhibit 4.

OWNERSHIP AND SERVICE AREA

The existing salt storage building, and highway department building are owned by the Town of Glen and are used by the Town's highway department for serving all the local roads within the Town's boundaries.

The US Census Bureau's 2021 American Community Survey 5-Year Estimates state that the population of the Town of Glen was 2,513 in 2021. This is similar to other current and past online population estimates, indicating that the Town has not grown significantly over the last 20 to 30 years. The Town has had some recent developments in terms of solar farms, and a new truck stop, but these did not substantially impact the length of roads present in the Town and therefore did not increase the Town's overall road salt demand.

EXISTING FACILITIES AND PRESENT CONDITION

The existing 120-foot-long by 60-foot-wide salt storage building on Auriesville Road was constructed about 40 years ago and has a storage capacity of about 3,500 cubic yards of salt. The floor is a concrete floor with asphalt pavement over top. The walls of the building are 8' high, 12" thick, and made of concrete with a soil berm around the perimeter of the building. The roof is constructed of laminated wood beams with a metal roof.

The existing Highway Garage Site has 3 phase power available and a field behind the building with enough area for a new salt storage building of similar size to the existing building and an access road for salt trucks.

TOWN OF GLEN - SALT STORAGE BUILDING

DEFINITION OF THE PROBLEM

The existing salt storage building site is positioned over a principal aquifer. The building is in good enough condition to protect the aquifer; however, part of the mixing and loading process occurs outside of the building and poses a contamination risk to the aquifer. Furthermore, the building is too far away from the new Highway Garage to be efficient for salt loading and mixing operations. The distance between the two buildings is also problematic because it increases the chances of a salt truck spill occurring during salt transport that could then be carried by runoff to nearby streams and wetlands or infiltrate through soil into the aquifer. Lastly, the separation is a problem because of the danger of the loader traveling back and forth on the road between the highway garage and the salt shed site to load trucks. Therefore, the Town needs a second salt storage building closer to the Highway Garage and away from the principal aquifer.

FINANCIAL STATUS

The Median Household Income of the Town of Glen is \$63,864, which is much lower than the New York State average of \$75,157 (Census.gov, 2017-2021). For this reason, tax collections are lower in the Town than the state average and large capital improvement projects cannot be covered using Town tax dollars alone. Therefore, the Town of Glen is seeking grant funds to make the project more affordable for the Town.

There are no other known current highway department capital improvement projects in the Town of Glen.

SECTION 2 – ALTERNATIVES ANALYSIS

Alternative #1 – Continuing to Use the Existing Salt Storage Building

The first alternative for addressing the Town of Glen's salt storage needs is the Town continuing to use the current salt storage building. This option will not cost the Town any additional money in excess of what they currently spend on operations and maintenance; however, selecting this option will likely necessitate repairs and renovations to the existing building in the near future. But, as stated above, this option also presents a greater risk of salt spills that can pollute surface water and groundwater resources.

Alternative #2 – Constructing New Salt Storage Building Behind Existing Highway Garage

The second alternative for addressing the Town of Glen's salt storage needs is the Town constructing a new salt storage building on the grounds of the existing Highway Garage on Oak Ridge Road (NYS Route 30A). The proposed building will be similar in size to the first, 120' long by 60' wide, with an 8" thick concrete entrance pad and an earthen loading ramp for transferring the salt and sand mixture from the building to the salt trucks (the ramp will be constructed by Town staff). The building will also have a crushed stone driveway for vehicle access and French Drains to facilitate stormwater drainage. The preliminary site plan for the new Salt Storage Building is in Exhibit 5 of this report. The preliminary floor plan and building elevation drawings are in Exhibit 6.

The Town recently purchased the property behind the existing Highway Garage that will be used for the proposed Salt Storage Building. No further easements or land acquisitions are required for this project.

The area surrounding the Highway Garage is industrial and commercial in nature. Therefore, this building will not impact the visual aesthetics of the area.

The major costs associated with this alternative are the concrete slab and entrance pad (\$630 per cubic yard for an estimated total of \$170,100), the precast concrete walls of the building (\$42 per square foot for an estimated total of \$128,520), and the roof system, which including trusses, is expected to cost

TOWN OF GLEN - SALT STORAGE BUILDING

\$240,450. After factoring in other construction components such as general requirements, site work, including stormwater management and the proposed gravel access road, and the lighting work, the total expected cost of construction is \$703,763. The project total, including construction contingencies (10% of the expected construction cost) and engineering, legal, and administrative costs (15% of the construction estimate, including contingencies), is estimated to be \$890,259. The Town forces will provide material and labor to install the access road hot mixed asphalt binder course and top course as well as the earthen loading ramp with block walls for a total of \$221,813. That brings the project grand total cost to \$1,112,071. The complete cost estimate is in Exhibit 7 of this report.

SECTION 3 – RECOMMENDED ALTERNATIVE

1) Basis of Selection:

The Town prefers the alternative involving construction of a new Salt Storage Building on the site of the existing Highway Garage to shorten the distance salt trucks travel for loading and reduce the risk of surface water and groundwater contamination. Therefore, this is the recommended alternative.

The scope of the proposed project includes the following work:

Base Bid Scope of Work

- Construct a new 120' x 60' precast concrete wall Salt Storage Building with a wood truss supported standing seam metal roof, a 15' wide overhead door, pass doors, and overhead lighting.
- Construct a cast-in-place entrance pad adjacent to the overhead door.
- Construct a French drain with perforated pipe on each side of the entrance pad to drain stormwater away from the building's foundations.
- Construct a crushed stone driveway and vehicle loading area.
- All necessary site restoration to roadways and lawn areas.

2) Next Steps

A SEQR review will be performed for the alternative to construct a new Salt Storage Building at the existing Highway Garage location while the Town applies for WQIP funding for the project and the Town Planning Board reviews the site plan later this summer.

3) Project Schedule

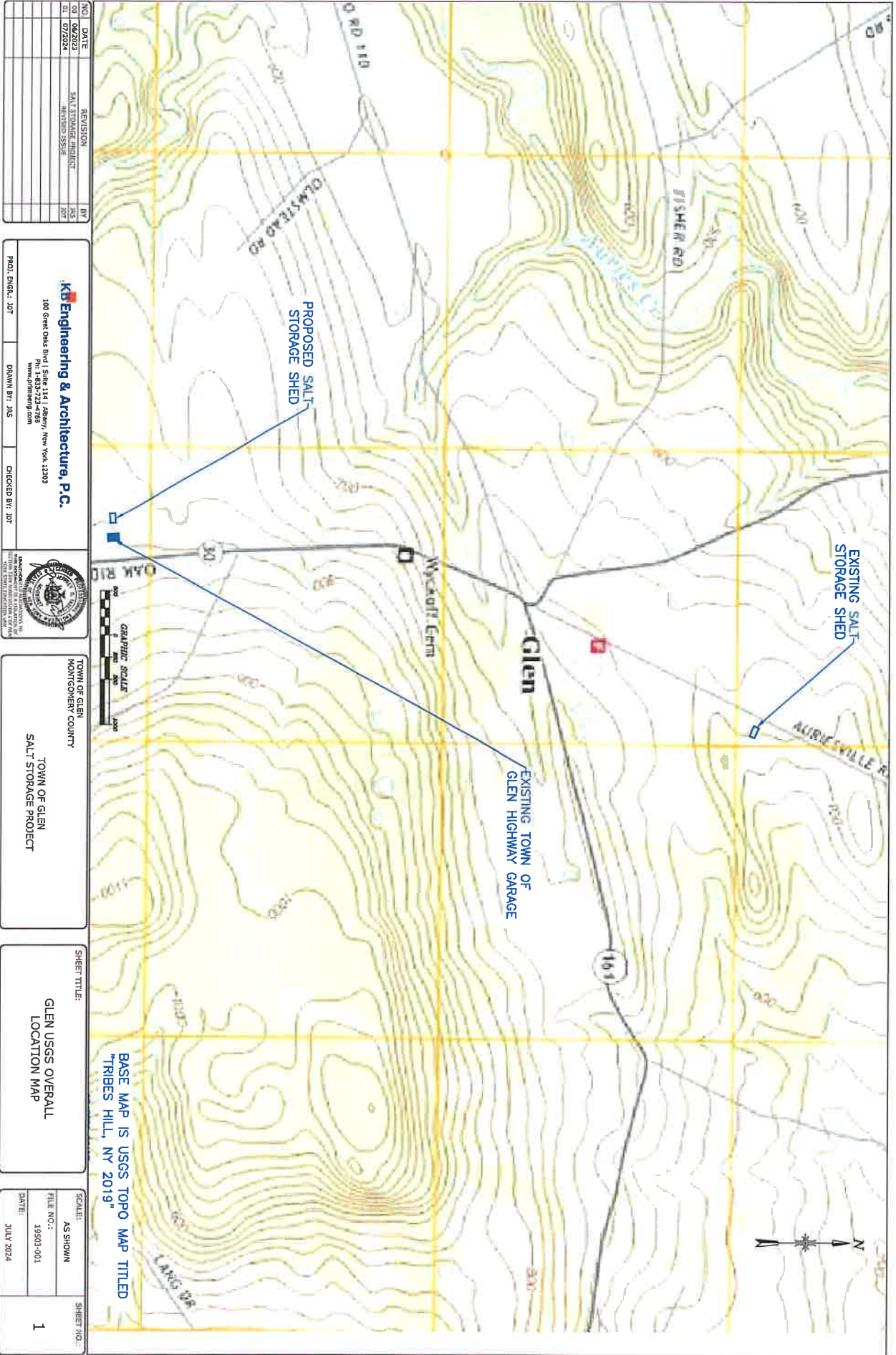
The following schedule is proposed based on a WQIP Grant Application being due July 31, 2024:

Date	Action
July 31, 2024	Submit CFA application for WQIP funding
January 2025	Design plans and specifications complete
February 2025	Plans and specifications submitted to Town & NYSDEC for review
April 2025	Town & NYSDEC review complete, comments addressed, and permits approved
May 2025	Town authorizes legal Notice to Bid
June 2025	Bids are opened by the Town Clerk
July 2025	Town awards bid to the low bidder
August 2025	Construction begins
August 2026	Construction substantially complete

TOWN OF GLEN

SALT STORAGE BUILDING

**EXHIBIT 1
OVERALL LOCATION MAP**



REV.	DATE	REVISION	BY
01	06/20/24	ADD TOWN OF GLEN PROJECT	JST
02	07/20/24	REVISED SHEET	JST

KB Engineering & Architecture, P.C.
 100 Great Oaks Blvd | Suite 114 | Albany, New York, 12203
 Phone: 518-435-4700
 www.kbeng.com

PROJ. ENGR.: JST DRAWN BY: JMS CHECKED BY: JST

TOWN OF GLEN
 MONTGOMERY COUNTY

TOWN OF GLEN
 SALT STORAGE PROJECT

SHEET TITLE:
 GLEN USGS OVERALL
 LOCATION MAP

SCALE: AS SHOWN	SHEET NO.:
FILE NO.: 19503-001	1
DATE: JULY 2024	

BASE MAP IS USGS TOPO MAP TITLED
 "TRIBES HILL, NY 2019"



TOWN OF GLEN

SALT STORAGE BUILDING

EXHIBIT 2
NYSDEC ENVIRONMENTAL RESOURCE MAPPER

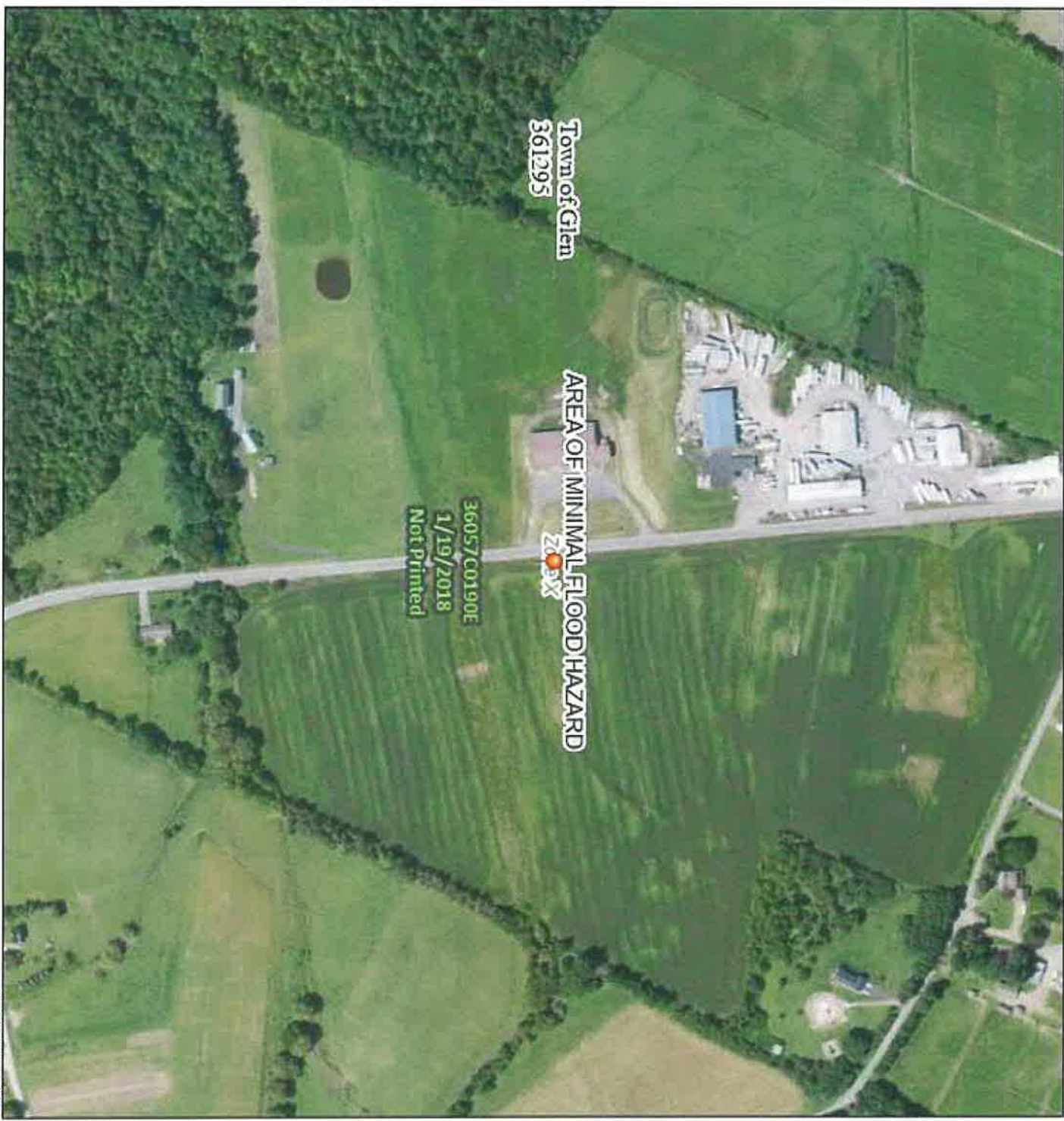
TOWN OF GLEN

SALT STORAGE BUILDING

EXHIBIT 3
FEMA FLOOD INSURANCE RATE MAP

National Flood Hazard Layer FIRMette

74°21'5" W 42°53'6" N



74°20'27" W 42°52'39" N

Legend

SEE THIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LOCATION

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE)
Zone A, V, AE, AP
With BFE or Depth Zone AE, AO, AH, KE, AP
Regulatory Floodway

0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

Future Conditions 1% Annual Chance Flood Hazard Zone X
Area with Reduced Flood Risk due to Levees. See Notes, Zone X
Area with Flood Risk due to Levees Zone D

OTHER AREAS OF FLOOD HAZARD

- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs

OTHER AREAS GENERAL STRUCTURES

- Area of Undetermined Flood Hazard Zone X
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

Cross Sections with 1% Annual Chance

- 20.2 Water Surface Elevation
- 17.5 Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

OTHER FEATURES

- Digital Data Available
- No Digital Data Available
- Unmapped

MAP PANELS

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 6/27/2023 at 12:30 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifier, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



TOWN OF GLEN

SALT STORAGE BUILDING

EXHIBIT 4
EPA ENVIRONMENTAL JUSTICE REPORT

EJScreen Report (Version 2.11)



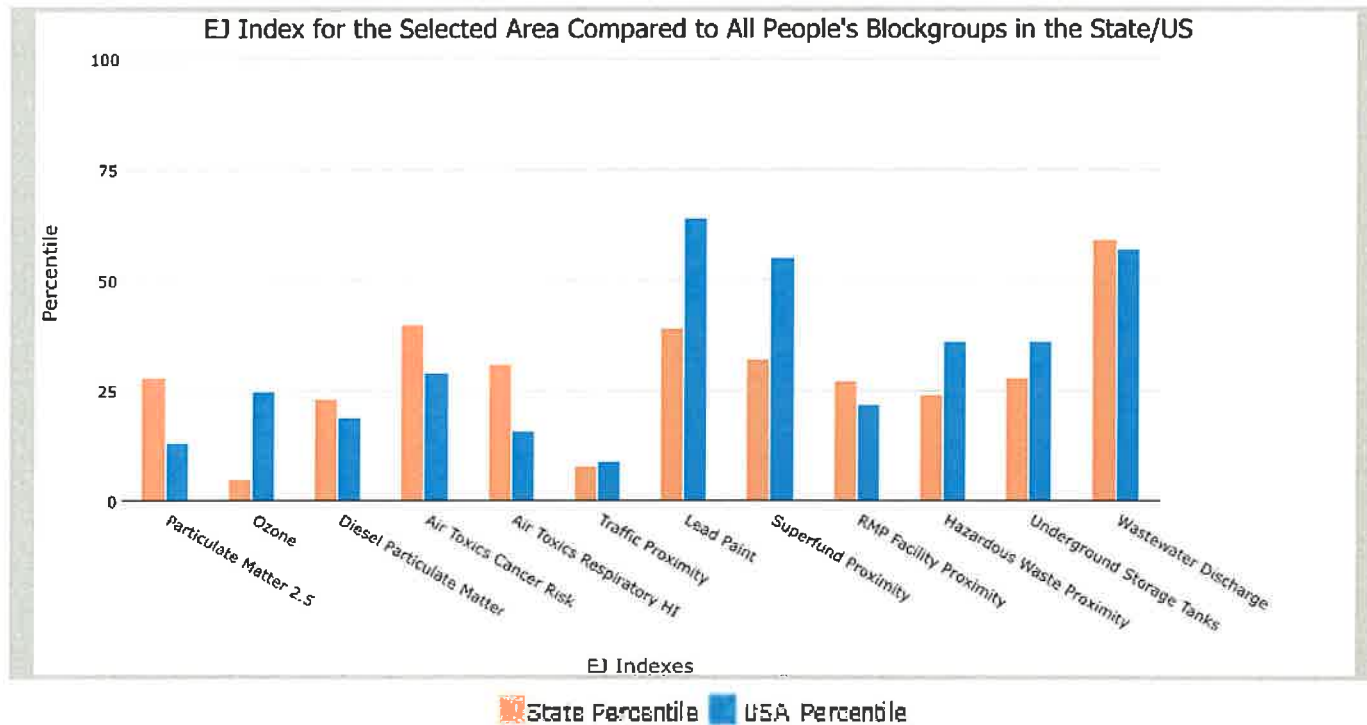
the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 283

Input Area (sq. miles): 3.43

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
Particulate Matter 2.5 EJ index	28	13
Ozone EJ index	5	25
Diesel Particulate Matter EJ index*	23	19
Air Toxics Cancer Risk EJ index*	40	29
Air Toxics Respiratory HI EJ index*	31	16
Traffic Proximity EJ index	8	9
Lead Paint EJ index	39	64
Superfund Proximity EJ index	32	55
RMP Facility Proximity EJ index	27	22
Hazardous Waste Proximity EJ index	24	36
Underground Storage Tanks EJ index	28	36
Wastewater Discharge EJ index	59	57

EJ Indexes - The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.



*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

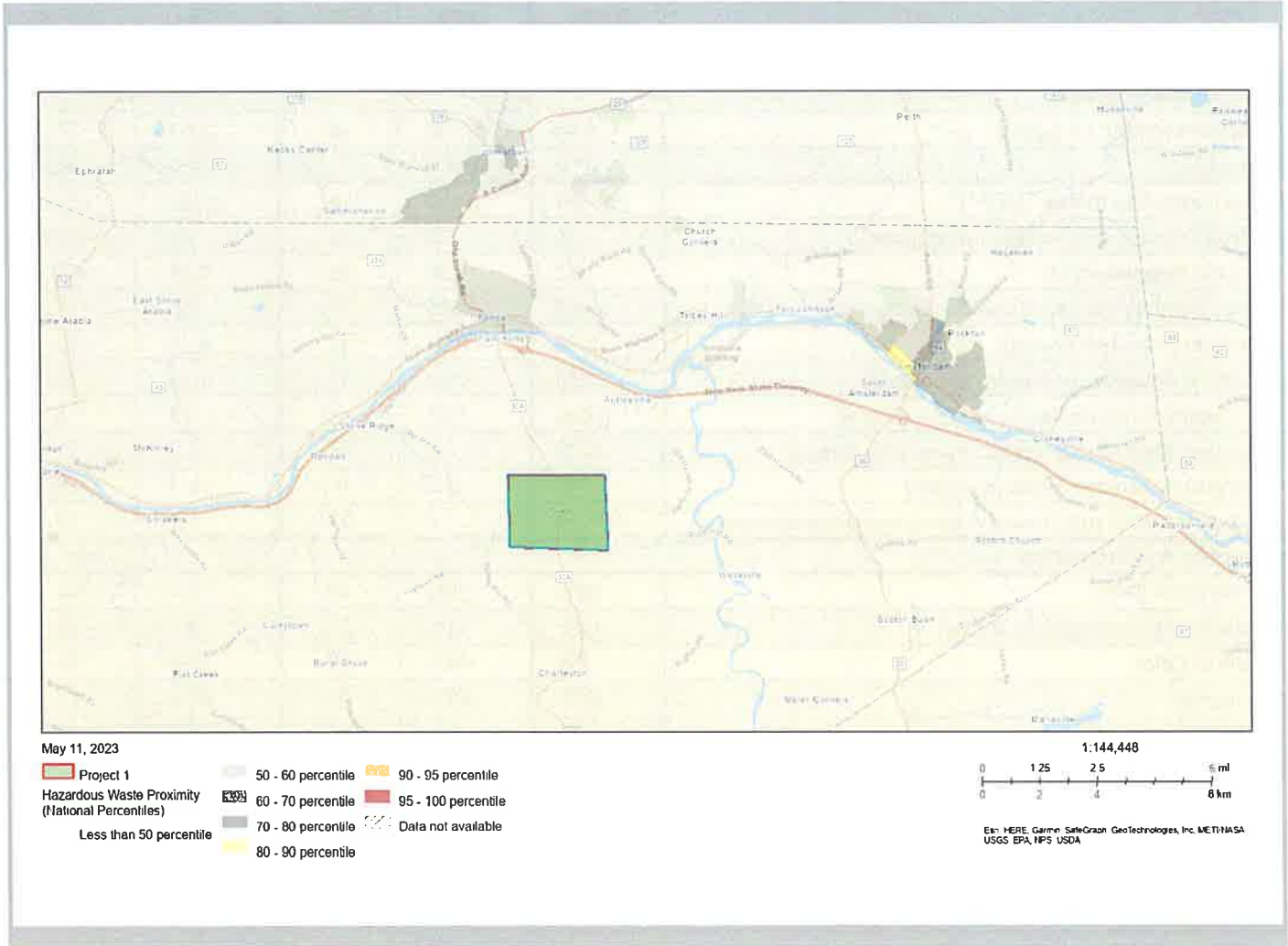
EJScreen Report (Version 2.11)



the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 283

Input Area (sq. miles): 3.43



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJScreen Report (Version 2.11)



the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 283

Input Area (sq. miles): 3.43

Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	6.44	7.86	14	8.67	7
Ozone (ppb)	37.2	41.5	1	42.5	17
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.0897	0.637	10	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	20	29	43	28	<50th
Air Toxics Respiratory HI*	0.2	0.39	25	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	4.8	870	3	760	5
Lead Paint (% Pre-1960 Housing)	0.38	0.54	30	0.27	65
Superfund Proximity (site count/km distance)	0.058	0.24	23	0.13	49
RMP Facility Proximity (facility count/km distance)	0.086	0.52	16	0.77	13
Hazardous Waste Proximity (facility count/km distance)	0.15	6	12	2.2	25
Underground Storage Tanks (count/km ²)	0.012	7.7	0	3.9	22
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.0016	4	50	12	53
Socioeconomic Indicators					
Demographic Index	28%	35%	49	35%	48
Supplemental Demographic Index	18%	14%	73	15%	72
People of Color	9%	45%	22	40%	21
Low Income	47%	29%	81	30%	77
Unemployment Rate	10%	6%	83	5%	83
Limited English Speaking Households	0%	8%	0	5%	0
Less Than High School Education	16%	13%	72	12%	74
Under Age 5	11%	6%	87	6%	87
Over Age 64	6%	17%	11	16%	12
Low Life Expectancy	16%	17%	37	20%	19

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

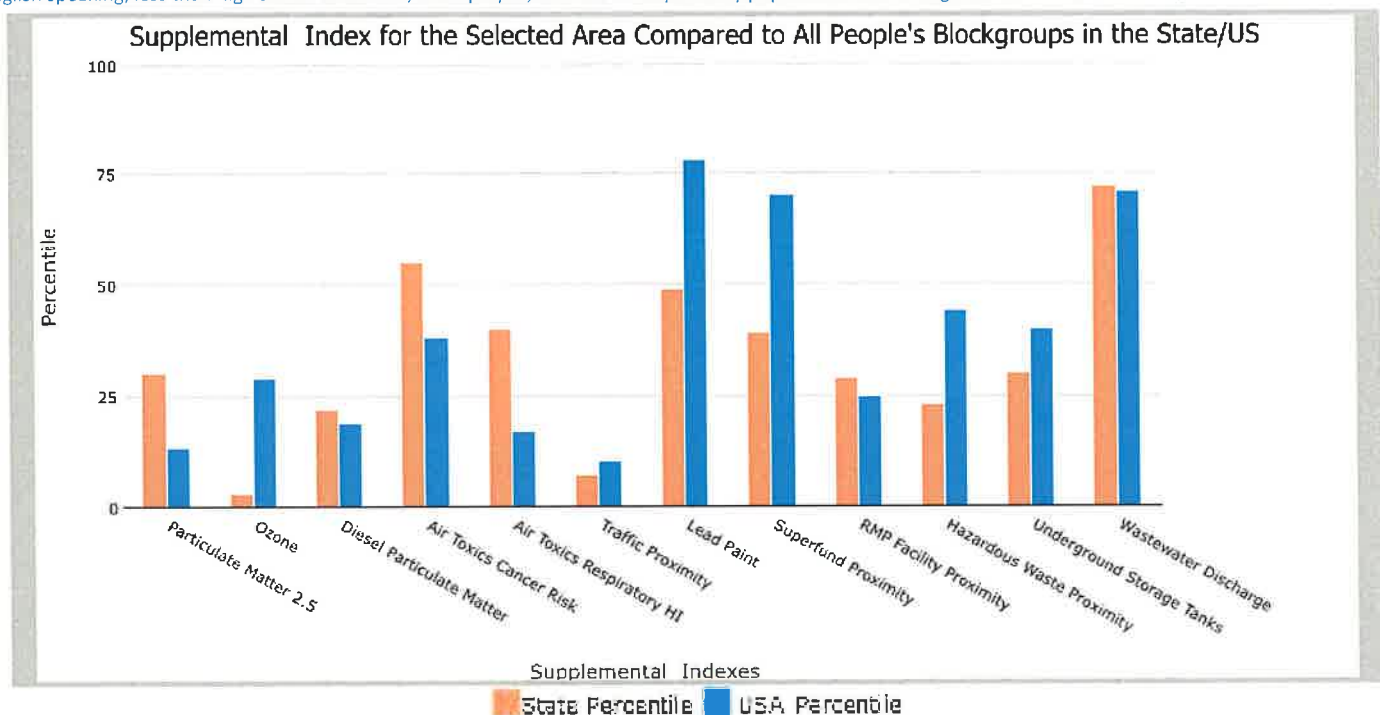
the User Specified Area, NEW YORK, EPA Region 2

Approximate Population: 283

Input Area (sq. miles): 3.43

Selected Variables	State Percentile	USA Percentile
Supplemental Indexes		
Particulate Matter 2.5 Supplemental Index	30	13
Ozone Supplemental Index	3	29
Diesel Particulate Matter Supplemental Index*	22	19
Air Toxics Cancer Risk Supplemental Index*	55	38
Air Toxics Respiratory HI Supplemental Index*	40	17
Traffic Proximity Supplemental Index	7	10
Lead Paint Supplemental Index	49	78
Superfund Proximity Supplemental Index	39	70
RMP Facility Proximity Supplemental Index	29	25
Hazardous Waste Proximity Supplemental Index	23	44
Underground Storage Tanks Supplemental Index	30	40
Wastewater Discharge Supplemental Index	72	71

Supplemental Indexes - The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on low-income, limited English speaking, less than high school education, unemployed, and low life expectancy populations with a single environmental indicator.



This report shows the values for environmental and demographic indicators, EJScreen indexes, and supplemental indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. For additional information, see: www.epa.gov/environmentaljustice.



TOWN OF GLEN

SALT STORAGE BUILDING

**EXHIBIT 5
PRELIMINARY SITE PLAN**

NO.	DATE	REVISION	BY
01	06/2023	REVIEW ISSUE	JST
02	07/2024	REVISED ISSUE	JST

KB Engineering & Architecture, P.C.
 100 Great Oaks Blvd | Suite 114 | Albany, New York 12203
 Ph: 518-223-4768
 www.kbeng.com

PROJ. ENGR.: JST
 DRAWN BY: JIS
 CHECKED BY: JST

TOWN OF GLEN
 MONTGOMERY COUNTY, NY

SALT STORAGE BUILDING

SHEET TITLE:
 SALT STORAGE BUILDING SITE PLAN

SCALE: AS SHOWN	SHEET NO.: 5
FILE NO.: 19503-001	
DATE: JULY 2024	





TOWN OF GLEN

SALT STORAGE BUILDING

EXHIBIT 6

PRELIMINARY FLOOR PLAN AND BUILDING ELEVATION DRAWINGS

NO.	DATE	REVISION	BY
01	07/2024	REVIEW ISSUE	JOT
02	07/2024	REVISED ISSUE	JOT

KB Engineering & Architecture, P.C.
 100 Canal Oaks Blvd | Suite 114 | Albany, New York 12203
 Ph: 518-232-7242-4788
 www.kbengineering.com

DESIGNED BY: JOT
 CHECKED BY: JOT

TOWN OF GLEN
 MONTGOMERY COUNTY
 SALT STORAGE BUILDING

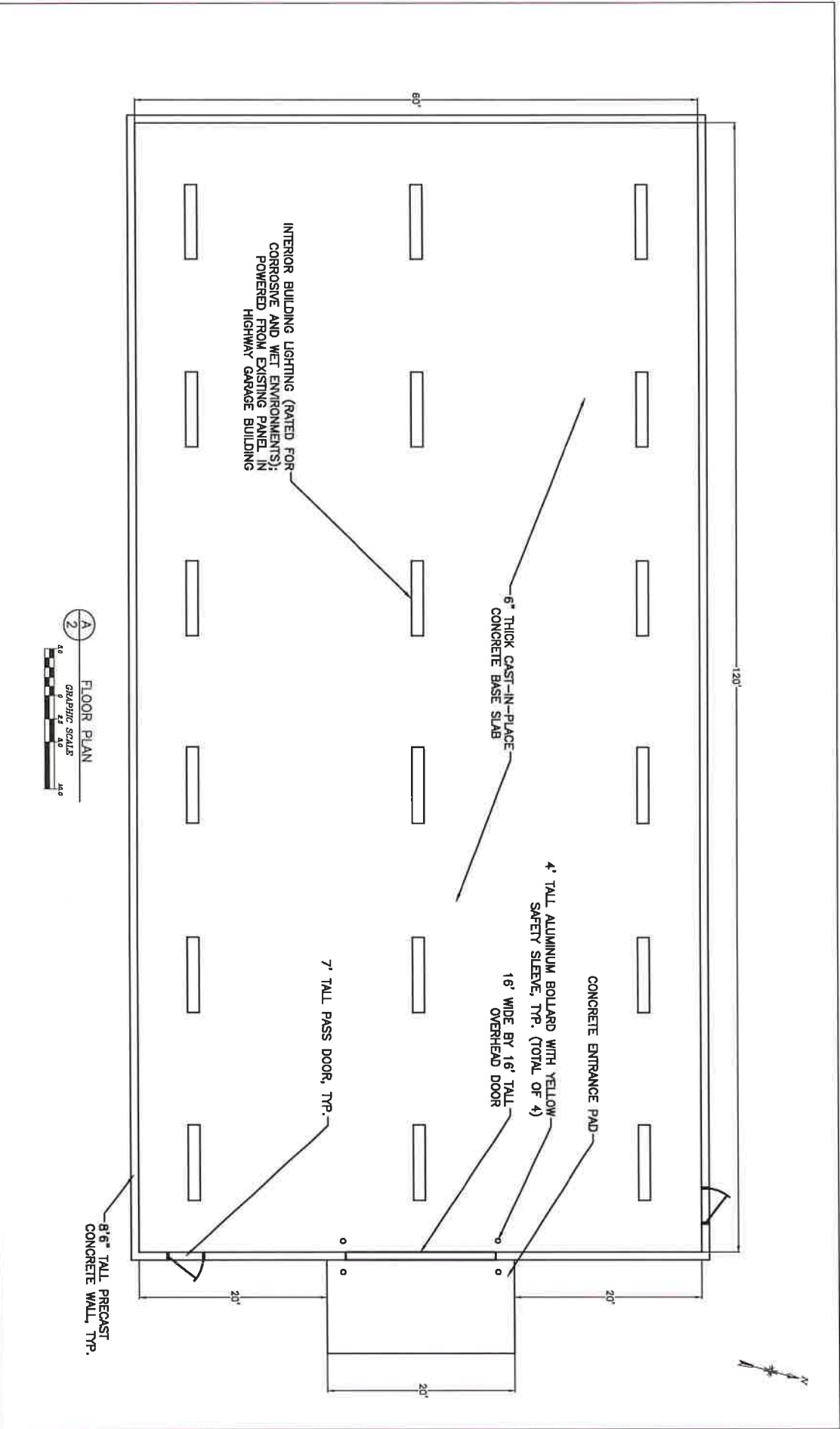
SHEET TITLE:
 SALT STORAGE BUILDING
 FLOOR PLAN

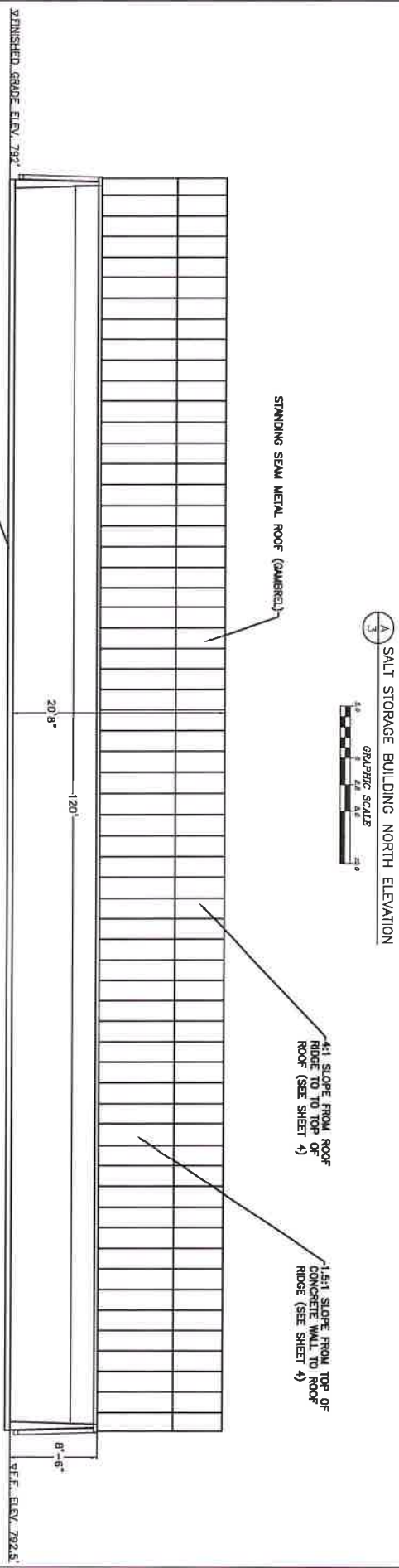
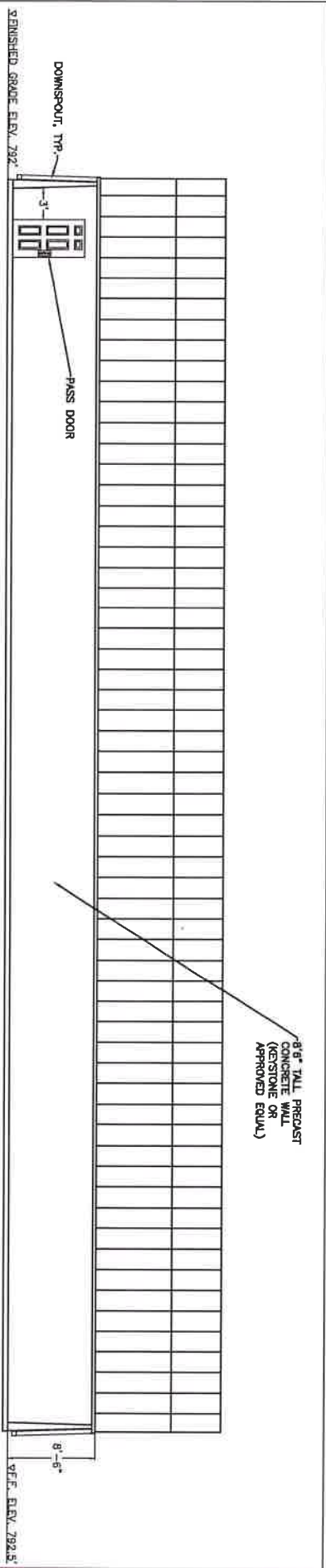
SCALE:
 AS NOTED

FILE NO.:
 19503-002

DATE:
 JULY 2024

SHEET NO.:
6





NO.	DATE	REVISION	BY
01	07/2023	ISSUE FOR PERMIT	JDT
02	07/2024	ISSUE FOR PERMIT	JDT

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 100 Great Oaks Blvd 1 Suite 111 Albany, New York, 12203
 www.kbeng.com

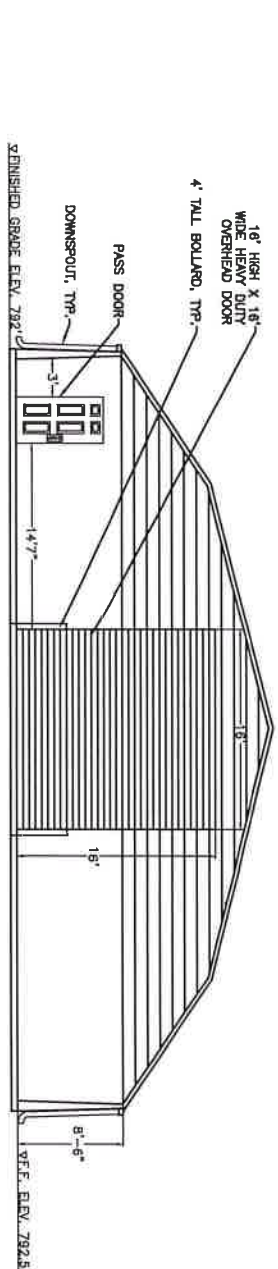
PROJ ENGR: JDT DRAWN BY: JMS CHECKED BY: JDT

TOWN OF GLEN MONTGOMERY COUNTY
 SALT STORAGE BUILDING

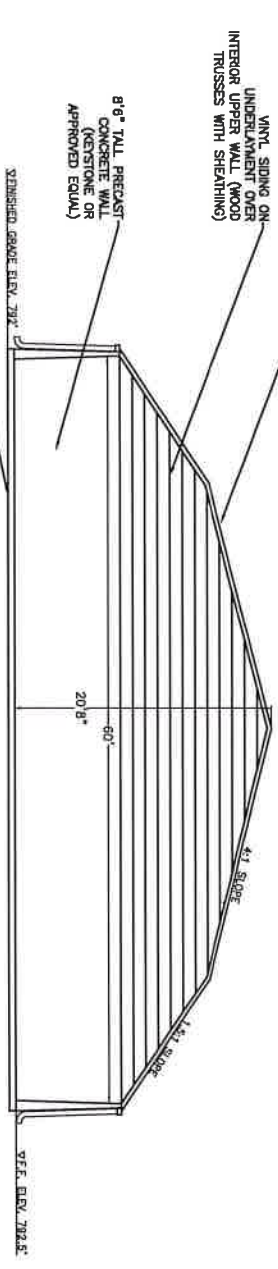
SHEET TITLE:
 SALT STORAGE BUILDING
 NORTH & SOUTH ELEVATIONS

SCALE: AS NOTED
 FILE NO.: 19903-003
 DATE: JULY 2024

SHEET NO.: 6



A SALT STORAGE BUILDING EAST ELEVATION



B SALT STORAGE BUILDING WEST ELEVATION



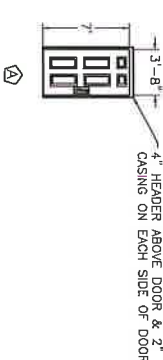
DOOR SCHEDULE

DOOR NO.	SIZE	DOOR MATL.	FRM.	FIN.	FRAME MATL.	FRM.	FIN.	LOCKSET	REMARKS
1	3'-8" X 7' X 1 3/4"	FS	P	FG	FR	P	NR	A	W/ HALF LITE

DOOR KEY:
 FG FIBERGLASS
 FR FRAME
 NR NOT RATED

NOTES:
 WINDOW AND DOOR DIMENSIONS MUST BE OBTAINED IN FIELD PRIOR TO INSTALLATION. CORRECTING DIMENSIONS AS SHOWN IN THE DOOR SCHEDULE ABOVE.

C WINDOW/DOOR SCHEDULE



NO.	DATE	REVISION	BY
01	07/2023	REVIEW ISSUE	JDS
02	07/2024	REVISED ISSUE	JDT

KB Engineering & Architecture, P.C.
 100 Great Oaks Blvd | Suite 104 | Albany, New York 12203
 Tel: 1-518-232-4788
 www.kbeng.com

DESIGN BY: JDS
 CHECKED BY: JDT

TOWN OF GLEN
 MONTGOMERY COUNTY

SALT STORAGE BUILDING

SHEET TITLE:
 SALT STORAGE BUILDING
 EAST & WEST ELEVATIONS

SCALE:
 AS NOTED

FILE NO.:
 19503-004

DATE:
 JULY 2024

SHEET NO.:
 6



TOWN OF GLEN

SALT STORAGE BUILDING

**EXHIBIT 7
COST ESTIMATE**

Town of Glen

DPW Sand Storage Building

Dimensions: 60'x120'x20'H - (8.5' high concrete walls plus 11.5' high wood truss gambrel roof)

Budget Cost Analysis

KB Engineering & Architecture, P.C.
7/1/2024

Description	Unit	Quantity	Unit Price	Total Cost
General Requirements				
Mob, Demob, Insurances, Bonds, Gen Conditions (10% of Construction Sub-Total)	LS	1	\$73,500	\$73,500
Site Work				
Interior slab subbase boxout/excavation	CY	270	\$11	\$2,835
Footprint & wall footing subbase from Town stockpile	CY	270	\$11	\$2,835
Footprint geotextile	SF	7,200	\$1.05	\$7,560
Crushed Stone Access Road w/geotextile underlay	CY	410	\$21	\$8,610
French Drains (including drain pipe extensions)	LF	70	\$63	\$4,410
Concrete Work				
Interior slab	CY	270	\$630	\$170,100
Exterior approach slab	CY	5	\$630	\$3,150
Site Restoration				
Topsoil, seed & mulch	SY	30	\$26	\$788
Superstructure				
Concrete walls	SF	3,060	\$42	\$128,520
Roof Trusses	Each	61	\$1,050	\$64,050
Roof system; deck, felt paper, metal, ventilation	SF	8,400	\$21	\$176,400
Overhead Door	Each	1	\$10,500	\$10,500
Pass Doors	Each	2	\$1,575	\$3,150
Vinyl Siding (side walls only)	SF	850	\$6	\$5,355
Electrical Work				
Lighting	LS	1	\$42,000	\$42,000
Construction Sub-Total				\$703,763
Construction Contingencies (10%)				\$70,376
Construction Total				\$774,139
Engineering, Legal, and Administrative Costs (15%)				\$116,120
Project Total				\$890,259
Material & Labor to be Provided by Town Forces below:				
Access Road asphalt binder	TON	450	\$210	\$94,500
Access Road asphalt top	TON	450	\$236	\$106,313
Earthen Loading Ramp w/ block walls	LS	1	\$21,000	\$21,000
Subtotal				\$221,813
Project Grand Total				\$1,112,071



Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information				
Name of Action or Project: Town of Glen Salt Storage Building				
Project Location (describe, and attach a location map): Route 30A, Town of Glen, Montgomery County				
Brief Description of Proposed Action: The proposed project involves the construction of a new 120' x 60' salt storage building behind (west of) the existing Highway Garage Building on NYS Route 30A, including a new crushed stone driveway from the edge of the existing paved driveway to the new storage building, a new loading ramp, and associated drainage improvements around the proposed building.				
Name of Applicant or Sponsor: Town of Glen		Telephone: 518-853-3865 E-Mail: glensupervisor@gmail.com		
Address: 7 Erie Street				
City/PO: Fultonville		State: NY	Zip Code: 12072	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: NYSDEC (WQIP)			NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		_____ 13.7 acres		
b. Total acreage to be physically disturbed?		_____ 0.85 acres		
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		_____ 13.7 acres		
4. Check all land uses that occur on, are adjoining or near the proposed action:				
<input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban) <input checked="" type="checkbox"/> Forest <input checked="" type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input checked="" type="checkbox"/> Other(Specify): Municipal highway garage and ambulance <input type="checkbox"/> Parkland				

	NO	YES	N/A
5. Is the proposed action, <ul style="list-style-type: none"> a. A permitted use under the zoning regulations? b. Consistent with the adopted comprehensive plan? 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NO YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NO YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NO YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NO YES
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NO YES
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NO YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NO YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NO YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____			

Town of Glen Salt Storage Facility



 **KB Engineering & Architecture, P.C.**

Project Summary

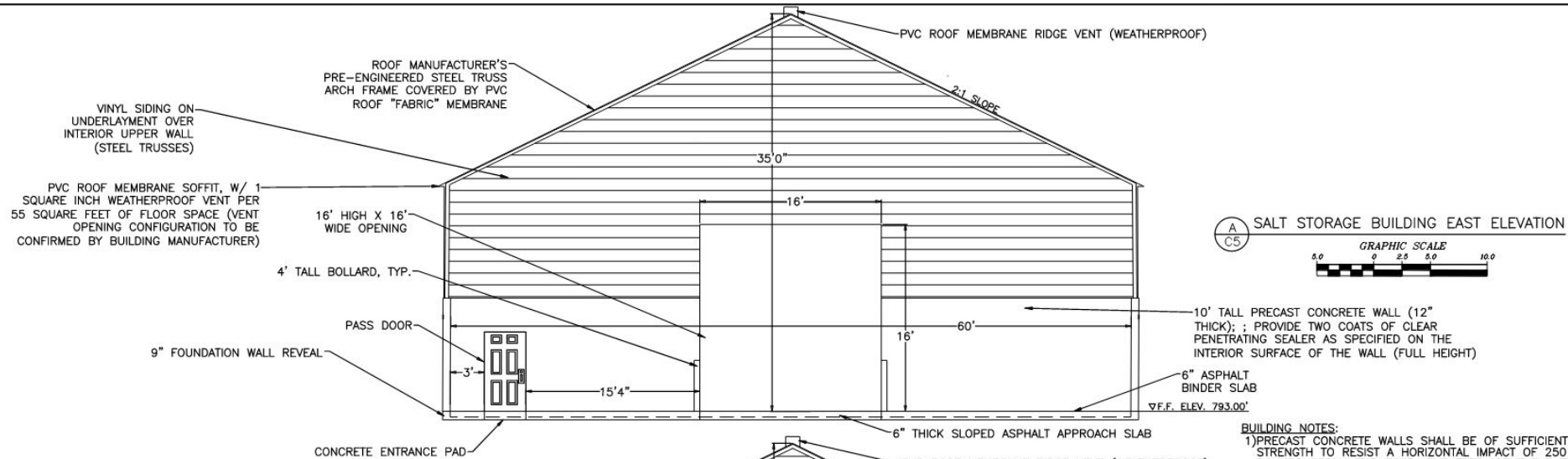
- **The Town of Glen has an existing Salt Shed at 194 Auriesville Road that is located about 1.5 miles from the Town's Highway Garage at 3978 Oak Ridge Road (NYS Route 30A).**
- **The shed is in fair condition, but it is far enough away from the garage that it is difficult for the Town's staff to perform mixing, loading, and distribution of the salt efficiently and in a manner that ensures the environment is protected.**
- **Therefore, the Town intends to build a new salt storage shed adjacent to the Highway Garage.**
- **KB Engineering & Architecture, P.C. was hired by the Town to prepare a preliminary engineering report that was used to apply for a New York State Department of Environmental Conservation (NYSDEC) Water Quality Improvement Program (WQIP) Grant and was successful in obtaining a \$600,000 grant.**
- **KB Engineering & Architecture, P.C. was hired by the Town for the design, bid, construction administration, & inspection of the Salt Storage Facility.**

Facility Features

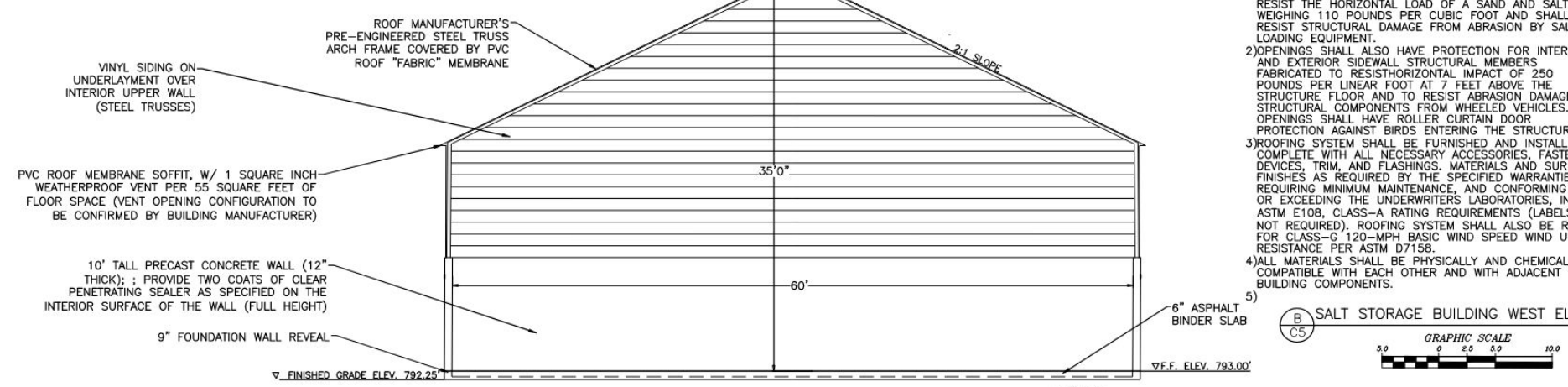
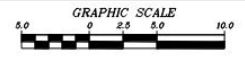
- **New 60' x 120' precast concrete wall Salt Storage Building with a 25-year minimum rated PVC membrane covered steel truss frame roof, 16' wide x 16' tall main entrance opening, fiberglass pass door, and overhead lighting.**
- **Large concrete block and earthen loading ramp.**
- **Cast-in-place entrance pad adjacent to the main entrance opening.**
- **Vinyl siding & hot mixed asphalt binder floor slab.**
- **Hot mixed asphalt over crushed stone driveway and vehicle loading area.**

Site Plan Drawing

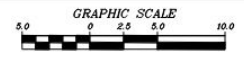
Elevation View Drawing



A SALT STORAGE BUILDING EAST ELEVATION



B SALT STORAGE BUILDING WEST ELEVATION

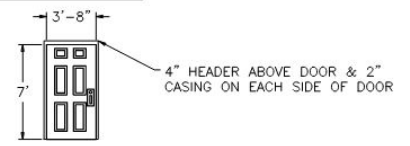


- BUILDING NOTES:**
- 1) PRECAST CONCRETE WALLS SHALL BE OF SUFFICIENT STRENGTH TO RESIST A HORIZONTAL IMPACT OF 250 POUNDS PER LINEAR FOOT AT 7 FEET ABOVE THE FLOOR, RESIST THE HORIZONTAL LOAD OF A SAND AND SALT PILE WEIGHING 110 POUNDS PER CUBIC FOOT AND SHALL RESIST STRUCTURAL DAMAGE FROM ABRASION BY SALT LOADING EQUIPMENT.
 - 2) OPENINGS SHALL ALSO HAVE PROTECTION FOR INTERIOR AND EXTERIOR SIDEWALL STRUCTURAL MEMBERS FABRICATED TO RESIST HORIZONTAL IMPACT OF 250 POUNDS PER LINEAR FOOT AT 7 FEET ABOVE THE STRUCTURE FLOOR AND TO RESIST ABRASION DAMAGE TO STRUCTURAL COMPONENTS FROM WHEELED VEHICLES. OPENINGS SHALL HAVE ROLLER CURTAIN DOOR PROTECTION AGAINST BIRDS ENTERING THE STRUCTURE.
 - 3) ROOFING SYSTEM SHALL BE FURNISHED AND INSTALLED COMPLETE WITH ALL NECESSARY ACCESSORIES, FASTENING DEVICES, TRIM, AND FLASHINGS. MATERIALS AND SURFACE FINISHES AS REQUIRED BY THE SPECIFIED WARRANTIES, REQUIRING MINIMUM MAINTENANCE, AND CONFORMING WITH OR EXCEEDING THE UNDERWRITERS LABORATORIES, INC., ASTM E108, CLASS-A RATING REQUIREMENTS (LABELS ARE NOT REQUIRED). ROOFING SYSTEM SHALL ALSO BE RATED FOR CLASS-G 120-MPH BASIC WIND SPEED WIND UPLIFT RESISTANCE PER ASTM D7158.
 - 4) ALL MATERIALS SHALL BE PHYSICALLY AND CHEMICALLY COMPATIBLE WITH EACH OTHER AND WITH ADJACENT BUILDING COMPONENTS.
 - 5)

DOOR SCHEDULE						
DOOR NO.	SIZE	DOOR MAT. FIN.	FRAME MAT. FIN.	FIRE RATING	LOCKSET TYPE	REMARKS
1	3'-8" x 7' x 1 3/4"	FG P	FG P	NR	A	W/ HALF LITE & SS HARDWARE

DOOR KEY
 FG FIBERGLASS
 P PAINT
 NR NOT RATED
 SS STAINLESS STEEL

NOTES:
 WINDOW AND DOOR DIMENSIONS MUST BE CONFIRMED IN FIELD PRIOR TO INSTALLATION. DOOR DIMENSIONS VARY AS SHOWN IN THE DOOR SCHEDULE ABOVE.



C WINDOW/DOOR SCHEDULE
 NOT TO SCALE

NO.	DATE	REVISION	BY
00	01/2026	ORIGINAL ISSUE	JRS

KB Engineering & Architecture, P.C.
 100 Great Oaks Blvd | Suite 114 | Albany, New York 12203
 PH: 1-833-723-4768
 www.kbeng.com

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PROJ. ENGR.: JDT DRAWN BY: JRS CHECKED BY: JDT

TOWN OF GLEN MONTGOMERY COUNTY

SALT STORAGE FACILITY PROJECT
 CONTRACT NO. 1 - GENERAL CONSTRUCTION
 CONTRACT NO. 2 - ELECTRICAL

SHEET TITLE:
 SALT STORAGE BUILDING EAST & WEST ELEVATIONS

SCALE: AS NOTED
 FILE NO.: 250934-220
 DATE: JANUARY 2026

SHEET NO.: C5

Cost Estimate

Glen Salt Storage Building Cost Estimate

Project Grand Total	\$1,112,071
WQIP Grant	\$600,000
Material & Labor to be provided by Town	\$221,813

Proposed Schedule

Contract No. 1 – General Construction**Contract No. 2 – Electrical Work**

Date	Action
March 9, 2026	Town Board meeting – public information presentation by KB Engineering with Conceptual Site Plan and Elevation views.
April 15, 2026	Property boundary survey & wetlands survey work completed (weather permitting and dependent upon DEC field confirmation).
May 1, 2026	Draft bid documents, plans, & specifications to Town & NYSDEC for review.
June 30, 2026	Bid documents, plans, & specifications approved by NYSDEC & Town.
July 13, 2026	Town Board adopts resolution to call for bids.
July 16, 2026	Town advertises legal notice to go to bid.
July 30, 2026	Pre-Bid Meeting at Town Hall.
August 13, 2026	Bids are opened by the Town Clerk at Town Hall.
September 14, 2026	Town awards bid to the low bidders.
October 2026	Construction begins.
July 2027	Construction substantially complete.

Questions?

 **KB Engineering & Architecture, P.C.**



April 1, 2026

Stephen Helmin, Town Supervisor
Town of Glen
7 Erie Street
Fultonville, NY 12072
Emailed to: glennysupervisor@gmail.com

Re: Lead Agency Coordination Response
Town of Glen
Proposed Salt Barn
3950 State Highway 30A
Parcel ID: 84.-4-2
Town of Glen, Montgomery County

Dear Stephen Helmin,

This letter responds to your correspondence dated March 4th 2026, received by DEC on March 6th, 2026, regarding lead agency coordination for the project referenced herein, under Article 8 (State Environmental Quality Review – SEQR) of the Environmental Conservation Law and 6 NYCRR Part 617. The New York State Department of Environmental Conservation (the DEC) has the following interest in this project:

Name of Action: Proposed Salt Barn – 120’ x 60’ salt storage building including a new crushed stone driveway, a new loading ramp and associated drainage improvements.

DEC Contact Person: Maranda Welch, Environmental Analyst I

SEQR Classification: [] Type I [x] Unlisted [] Type II

DEC Position: Based on the information provided:

- [x] DEC has no objection to your agency assuming lead agency status for this action.
[] DEC wishes to assume lead agency status for this action.
[] DEC needs additional information in order to respond (see comments).
[] DEC cannot be lead agency because it has no jurisdiction in this action.

*The DEC must be notified immediately if the project/proposed action scope changes, or the Environmental Assessment Form (EAF) is revised.

SPDES General Permit for Construction Activities Stormwater Discharge

Any project which results in a disturbance of one acre or more of land, must be in compliance with the State Pollutant Discharge Elimination System (SPDES) Phase II regulations for Stormwater Discharges Associated with Construction Activities. Information regarding the SPDES General Permit for Stormwater Discharges can be found on the DEC's website at <http://www.dec.ny.gov/chemical/8468.html>.

Protection of Waters Program

A stream with a water quality classification of AA, A, or B, or with a classification of C with a standard of (T) or (TS), meaning trout or trout-spawning waters, is a protected stream under 6 NYCRR Part 608 - Use and Protection of Waters. If disturbance to the bed and/or banks of a protected stream will result from the proposed project, a Stream Disturbance Permit must first be obtained from DEC. If the proposed project involves excavation or fill below the mean high water (MHW) level in a Class C stream that is considered navigable according to 6 NYCRR Part 608.1(u), an Excavation and Fill Permit is required from DEC before commencing any work.

There appears to be a Class C non-navigable stream which borders the proposed project site. Although a Protection of Waters permit is not required for this project, please keep in mind that the stream's water quality standards should be maintained at all times. Activities that result in sedimentation and/or turbid waters may constitute a violation of water quality standards and the ECL. All necessary precautions should be taken to prevent contamination of the stream by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project. All disturbed areas should be stabilized promptly after construction, and all soils and debris resulting from the project should be moved to a location where they cannot enter the stream during periods of heavy rain.

General information on streams and the permitting process can be located on our website at www.dec.ny.gov/permits/6042.html

Additional Information***Agricultural Districts***

The project site is within an Agricultural District. Please contact the New York State Department of Agriculture and Markets (Ag & Markets) to determine if this project is in compliance with the provision of Subdivision (4) of Section 305 of Article 25-AA of the Agriculture and Markets Law.

You may contact the Department of Agriculture and Markets, Montgomery County by reaching the below contact:

Alex Kuttesch, Senior Planner/GIS Specialist:

Tel: (518) 853-8202

Email: akuttesch@co.montgomery.ny.us

Montgomery County Planning & Economic Development

9 Park Street, PO Box 1500

Fonda, New York 12068

Disadvantaged Communities (CP-49)

The project is located within a Disadvantaged Community and additional requirements may apply if approvals/permits are ultimately required from the DEC. Please see <https://climate.ny.gov/Resources/Disadvantaged-Communities-Criteria> for an interactive map of communities that meet the disadvantaged community criteria.

Environmental Justice (CP-29)

Your project or site is located within a potential Environmental Justice (EJ) area. If approvals or permits are required from this DEC, a determination may be necessary to assess whether the project could result in potential adverse environmental impacts that might affect this EJ area. More information about Environmental Justice can be found on the DEC's website at <http://www.dec.ny.gov/public/333.html>.

Water Quality Certification

It appears that federally regulated wetlands and/or waterbodies may be located on the subject property. Work within certain wetlands and other waters of the U.S. may require a permit from the US Army Corps of Engineers (USACE). A Water Quality Certification, pursuant to Section 401 of the Federal Clean Water Act, may be required from DEC when a USACE permit is issued. DEC recommends that you contact the USACE directly regarding federal wetlands and the waters of the U.S. regulatory jurisdiction and permitting requirements. The USACE Upstate Regulatory Field Office in Watervliet, NY, administers the USACE NY District regulatory program for this area. The Regulatory Field Office general phone number is (518) 266-6351, and the general email address is cenan-r-permit-app@usace.army.mil. Please refer to this DEC website:

<http://www.dec.ny.gov/permits/6546.html> for more information on Water Quality Certifications, including state procedures implemented in response to new USEPA rules.

Please feel free to contact me by e-mail at Maranda.welch@dec.ny.gov or by telephone at (518) 357- 2446 if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Maranda Welch". The signature is written in a cursive, flowing style.

Maranda Welch
Environmental Analyst 1

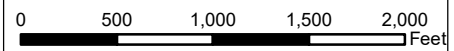
Encl.: Project Location & NYS Resources Map



NYS RESOURCES AND PROJECT LOCATION MAP

Town of Glen
SEQRA Lead Agency Review
Parcel ID: 84.-4-2
Town of Glen
Montgomery County

March 11, 2026



1 inch = 1,000 feet

Legend

84.-4-2 - Proposed Parcel

Regulated Freshwater Wetlands

- Class 1 Wetland
- Class 2 Wetland
- Class 3 Wetland
- Class 4 Wetland
- FW AA

Water Quality Classifications

- Unprotected
- Protected

National Wetlands Inventory - Color

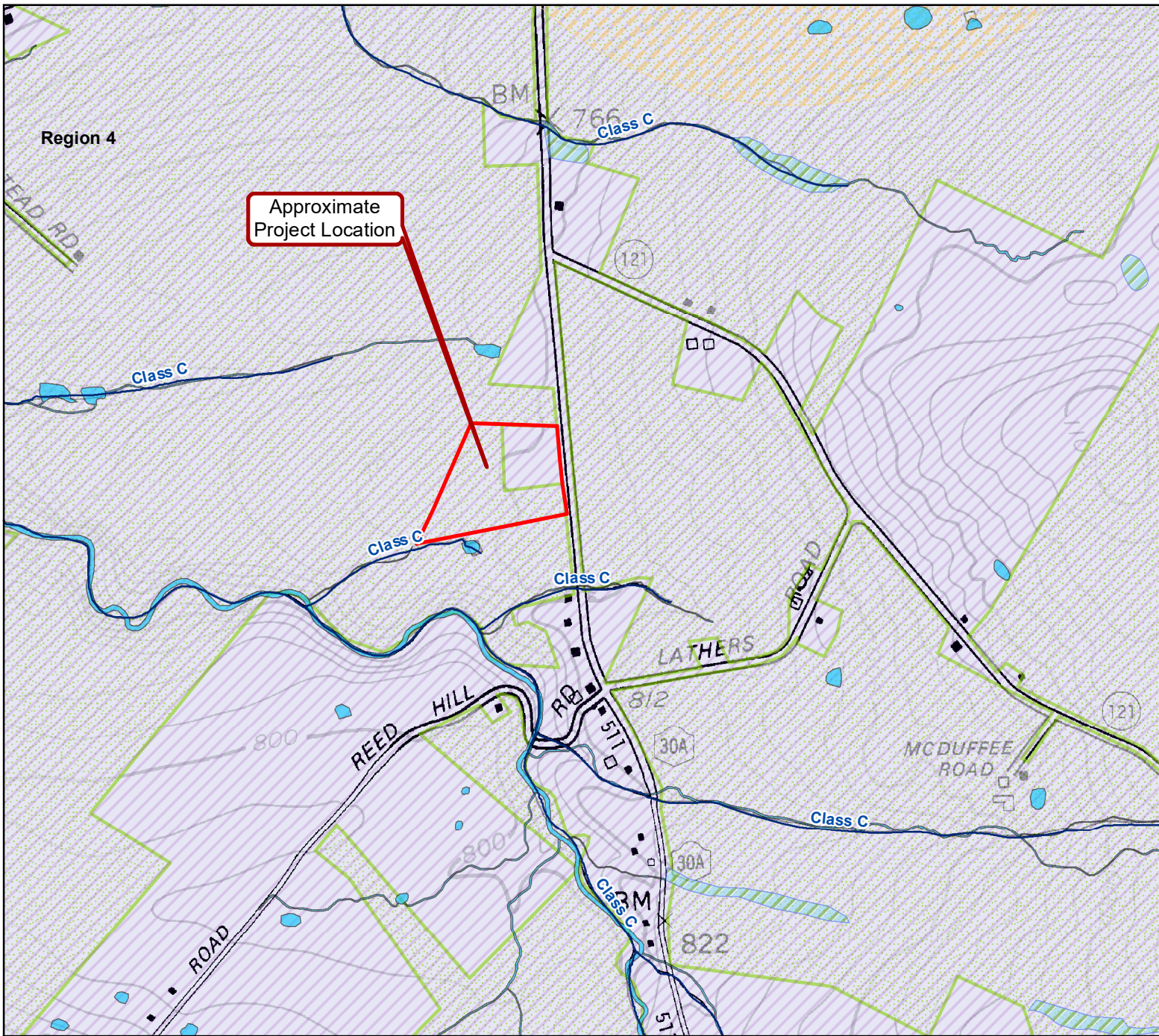
- Emergent, Forested/Shrub
- Riverine, Lake, Pond
- Other

E&T Species

- Mammals
- Birds
- Reptiles and Amphibians
- Insects and Snails
- Fish
- Freshwater Mussels

Cultural Resources

- Cultural Resources
- Potential EJ Area
- Disadvantaged Communities (DAC)
- Restrictions Apply
- Agricultural Districts



Disclaimer: This map was prepared by the NYSDEC Division of Environmental Permits using the most current data available. It is deemed accurate but is not guaranteed. NYSDEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.



Department of Environmental Conservation