



# The LA GROUP

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May 14, 2018

Libby Coreno  
Carter Conboy  
480 Broadway, Suite 250  
Saratoga Springs, NY 12866

## **RE: Allen Drive/Tait Lane Zone Change**

Dear Ms. Coreno:

Following is a summary of the Allen Drive and Tait Lane zoning change effect on traffic and existing municipal water and sewer services. The parcels are currently zoned as Warehouse District (WD), which accommodates industrial or warehouse-oriented business uses. The zoning change would rezone this area to Transect-4 Urban Neighborhood (T-4), which accommodates development of neo-traditional neighborhoods with primarily residential uses.

### Water

City water mains are located adjacent to the project area along Allen Drive and Church Street. City of Saratoga Springs Water Distribution map, dated March 13, 2013, depicts a 6" water main on Allen Drive and 8" water main on Church Street.

The water main on Church Street is 8" between Tompion Lane and Care Lane. At both intersections the main transitions to 12" ductile iron pipe. Heading west along Church Street from Tompion Lane a 12" main on Buff Road connects to the Church Street water main.

Per discussions with City staff there is a desire to upsize the 8" water main along Church Street to a 12" main to provide better water pressure in this area of the City.

Current allowable zoning use of offices, light manufacturing, distribution plants, and wholesale establishments are potentially large water users. Zoning change to allow residential uses will have little effect on City water system over current allowable uses.

### Sewer

Sanitary sewer service in this area is provided by the Saratoga County Sewer District No. 1. City of Saratoga Springs sewer mapping depicts a 10" sewer main along Allen Drive that gravity flows to a 12" main on Kirby Road. The Kirby Road sewer main flows south where it transitions to a 16" main before turning east on Grand Avenue. The sewer main eventually discharges to the Saratoga County Sewer District No.1 wastewater treatment facility in Mechanicville.

Change in zoning and allowable uses will have little effect on existing sanitary services. There are no known sewer capacity issues in this area.

### Traffic

Assuming a potential buildout scenario with the zone change would result in the establishment of 200 residential apartment units and 3,000 sq. ft. of mixed-use office space it is estimated that:

- Up to 165 trips would be generated in the afternoon peak traffic hour (usually between 4pm to 6 pm); and
- Up to 145 trips would be generated in the morning peak traffic hour (usually between 7am and 9am).

Furthermore, these projections assume an annual average vacancy rate of 5% for the anticipated apartment occupancy and an annual average vacancy rate of 15% for the mixed -use occupancy.

Under the current zoning it is estimated that up to 100,000 sq. ft. of warehouse use could be accommodated on the site. This level of warehouse use is estimated to generate up to 49 trips in the afternoon peak traffic hour and up to 46 trips in

the morning peak traffic hour. This projections assumes an annual average vacancy rate of 20% for the anticipated warehouse occupancy.

Therefore, it is estimated that the proposed change of zone would have a net increase in trips generated of 116 trips in the afternoon peak hour and 99 trips in the morning peak hour. It is expected most of the traffic will be utilizing Church Street to access the project area.

Recent traffic studies completed at the intersection Church Street and West Ave indicate an overall level of service (LOS) of "B". LOS is an assigned letter of service with LOS "A" representing the best conditions and LOS "F" the worst. Previous studies evaluated a potential for a roundabout at this intersection, however determined it would not fit within the current available right of way. The studies recommended mitigation involving optimizing signal timing to alleviate changes in traffic patterns. Traffic impacts and improvements of Church Street will be reviewed during project specific site plan submissions by NYSDOT.

Please feel free to contact me with any questions  
Sincerely,



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Associate Principal/Civil Engineer  
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