

To: ZBA  
From: Don Reeb  
Subject: The Plaza parking lot  
Date: May 15, 2013

1. The Stuyvesant property is overdeveloped. It has too little green space. The half acre of proposed asphalt for the parking lot must be replaced with green space. The ZBA should calculate how much more green space Stuyvesant needs to meet the requirements of the Guilderland zoning ordinance—and then require in the SUP that it be provided.
2. More parking will attract more customers, which will lead to more traffic congestion, especially at the Western Avenue entrance. Presently E. Highland Ave residents have been restricted by traffic flows from entering and leaving E. Highland and have requested both the Town traffic committee and NYSDOT Region 1 to provide “do not block the side road” signs but both have refused and NYDOT said that the area is so congested that nothing can be done to improve accessibility for E. Highland residents. The addition of the Stuyvesant Plaza parking lot will make it worse.
3. Not only does traffic congestion cause all persons time and money, but traffic accidents in that area, as reported by NYSDOT occur at the rate of one every two weeks---and those do not include “fender benders” that go unreported.
4. Recently the Town turned down a request by Stuyvesant for a “flashing sign” at the Western Avenue entrance partly because of traffic hazards caused thereby, recognizing that the area on Western is already overflowing with traffic.
5. There is no safe way to cross Western Avenue near the Stuyvesant entrance—the Town should require that a traffic island be constructed to provide some safety for pedestrians crossing from E. Highland to Stuyvesant.
6. The leakage of fluids from the compactors might become obnoxious. Each compactor should be connected to its own drain.
7. The paper and garbage spillage from the dumpsters negatively affects the park—it will continue as long as there is trash next to the park.
8. It would be better if the compactors were moved away from the park.
9. The proposed plantings are not native plants—they are not in keeping with the character of the park. The person recommended to work with Stuyvesant on “natural” plantings was not hired by Stuyvesant.
10. The backs of the buildings need to be made much more attractive. Since the backs of the building will be more visible with construction of the parking lot and the removal of brush and trees, the “brown/orange” paint is not acceptable.
11. The parking lot should have its entrance and exit only at the west end.
12. The wall which will be built must be compatible with a park—field stone or a similar material.
13. The fence at the top of the wall needs to be compatible with a park—rustic and softened with park-like plantings.
14. It is likely that Stuyvesant employees and Stuyvesant customers will use the parking lot as a smoking area, thereby negatively affecting the park. This should not be permitted.

15. The easement says that the parking lot must provide “non-exclusive” parking—meaning that anyone can park there, including those using CDTA. Signs must clearly indicate this and the present signs at Stuyvesant indicating that “park and ride” vehicles are not permitted must be removed.
16. Construction of the parking lot must not harm the park, even temporarily.
17. Snow removal from the parking lot must not negatively impact the park.
18. The border between the west end of the park and the parking lot and storage area for Stuyvesant should include stanchions of such strength and size that the snow plows clearing Stuyvesant parking lots cannot topple them nor push snow into the park.
19. The Western Avenue building owned by Stuyvesant—leased to the University for a psychological clinic—has significant run-off from its parking lot causing washouts of the park paths, as does the parking area near the dry cleaners on the opposite side of the park. These parking areas must re-sloped and other changes made so that washouts in the park do not occur.
20. The painted “diamonds” in the pavement near TGIF to guide traffic and pedestrians through the space near the Western Avenue entrance and exit need be re-designed—to better guide cars and provide some improved safety for pedestrians.
21. The west end of the park—near the liquor store—needs to be as carefully designed as the eastern end near TGIF. Sketches of the west end entrance to the park need to be made clearer.