



PARTNERS IN BUILDING COMMUNITY

A leader in affordable housing



www.coniferllc.com

Tannery Commons – *Development Team*



Conifer Village at Oakcrest, District Heights, MD

*Primary
Development
Team*

CONIFER, LLC
SRI-BRAD



*Civil Engineer,
Site Planner*

LA GROUP



Architect

THE ARCHITECTURAL
TEAM



*Development
Consultant/CPM*

PwC Companies



*Legal Counsel
(Transaction
+ Zoning)*

Cannon, Heyman
& Weiss + Woods,
Oviatt & Gilman

ZONING & APPROVALS PROCESS

- Property is located within the Central Business District (Code 205-19).
- Redevelopment of the site requires site plan approval from the Village Planning Board (Schedule A of the Village Zoning Code).
- Multifamily dwellings are permitted in the CBD with a special permit (Schedule A of the Village Zoning Code).
- Special Permits are issued by the Zoning Board of Appeals (Code 205-72) after referral and advisory opinion from the Planning Board (Code 205-72©).
- A full range of commercial uses are permitted in the CBD with site plan approval (Schedule A of the Village Zoning Code).
- As necessary, variances from Bulk and Area regulations are obtained from the Zoning Board of Appeals (Schedule B of the Village Zoning Code; Code 205-71).

CURRENT SITE LAYOUT | *125 Bath Street, Ballston Spa, NY*









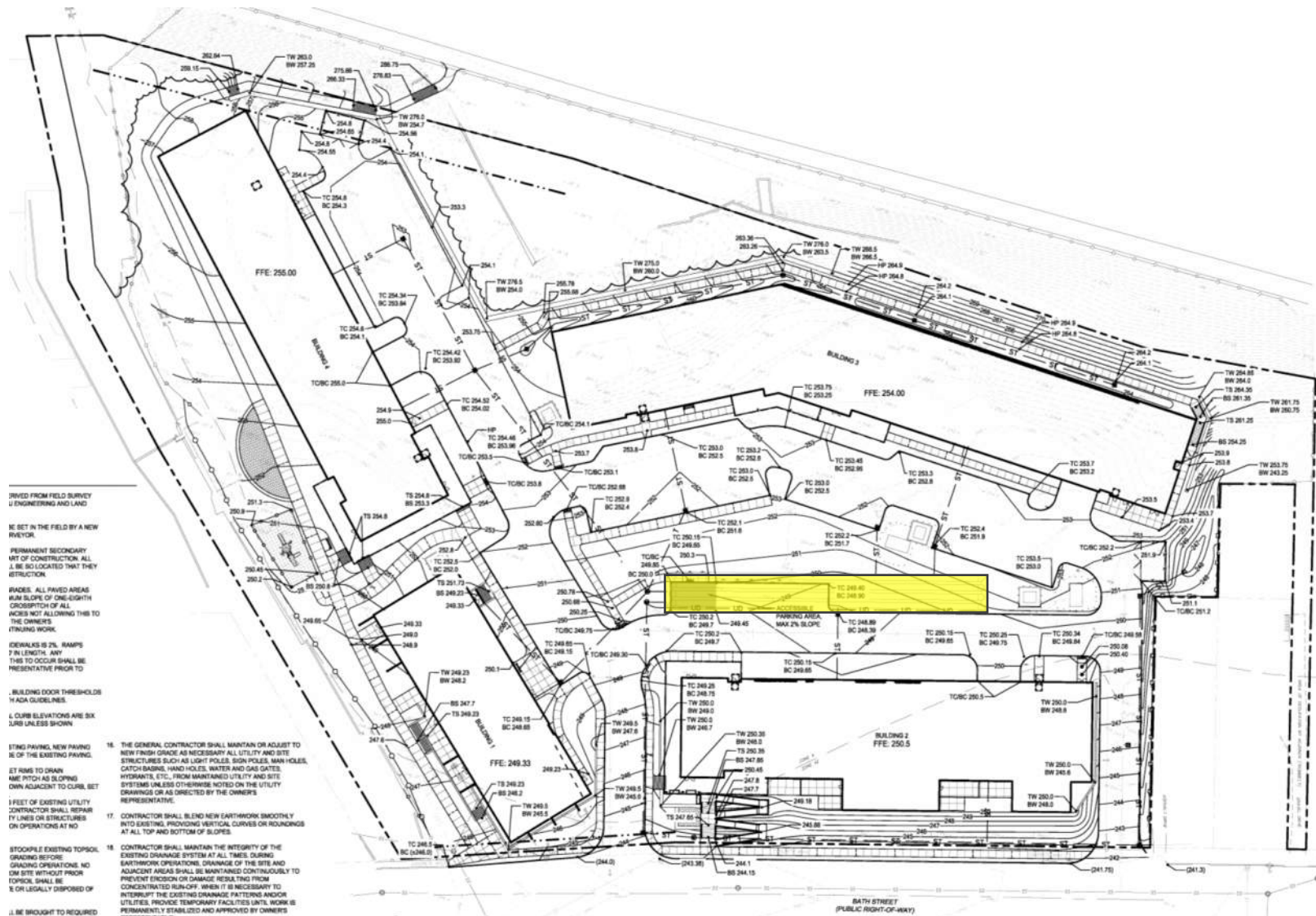


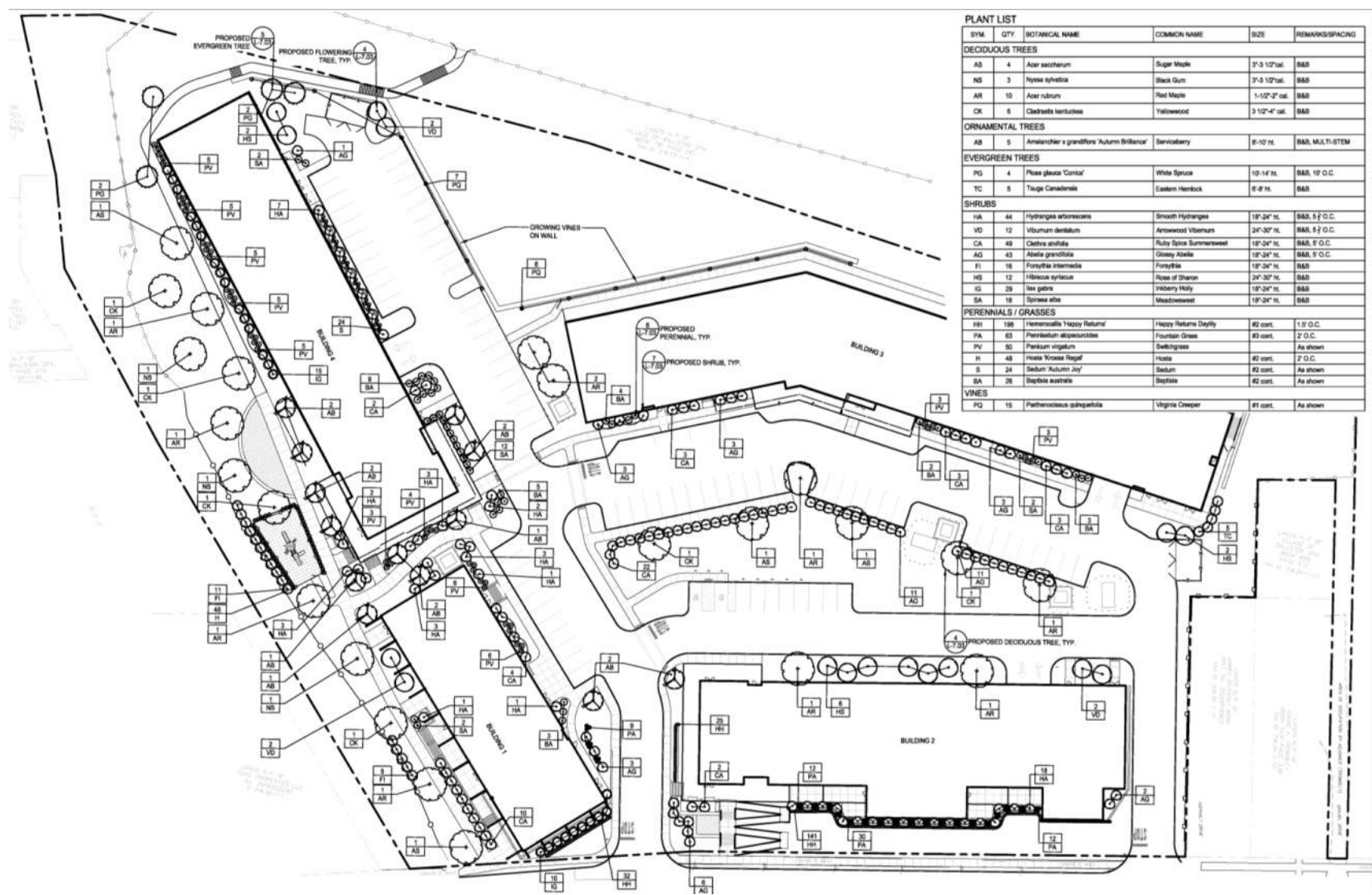
DEVELOPMENT TEAM PROPOSAL | *Site Plan – Bath Street*





DEVELOPMENT TEAM PROPOSAL | *Site Grading Plan*





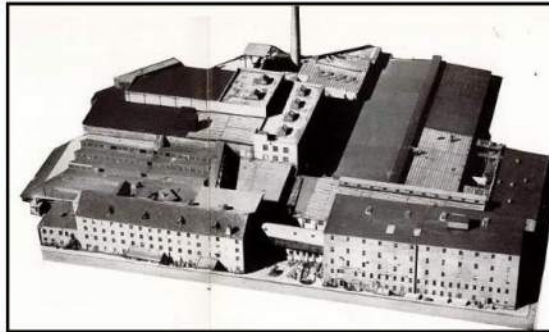
ARCHITECTURAL CONTEXT | *Ballston Spa*



Ballston Spa Tannery



Ca 1897



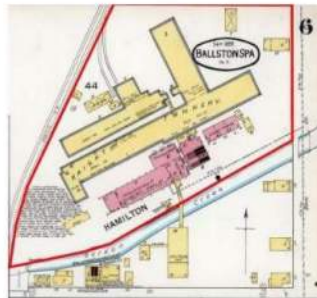
Ca 1944



Ca 1954



Ca 2018



INDUSTRIAL CHARACTER | *Ballston Spa*

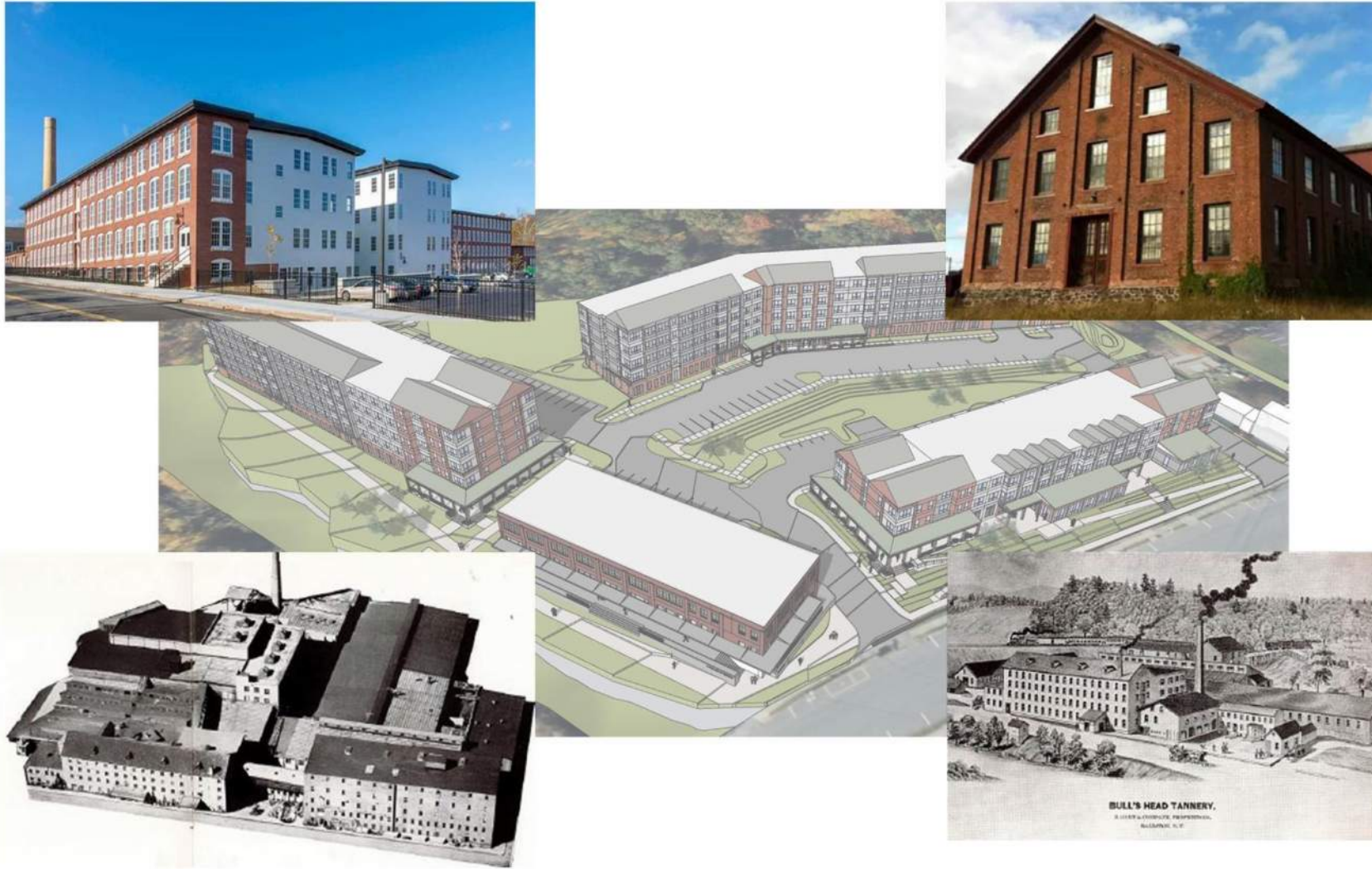




PERSPECTIVE VIEW | *Aerial*



BUILDING FORMS | *Overall Massing – Materials*



"Larger Buildings with Flat and Pitched Roof Forms"

INDUSTRIAL / RESIDENTIAL CHARACTER | *Façade Organization*



“Industrial / Residential Character” with Clean, Crisp, Straightforward Use of Materials

INTERMEDIATE SCALE ELEMENTS | *Building Organization*



“Intermediate Scale Massing Elements Highlight Building Entrances”

RESIDENTIAL SCALE ELEMENTS | *Bath Street Facade*



“Lower Scale Buildings along Public Frontage”

INTIMATE SCALE AT PORCHES | *Building Entry Design*



“Smaller Scale Detailing Provides a Welcoming Effect”

PERSPECTIVE VIEW | *From Bath Street*



PERSPECTIVE VIEW | *Front Facade (Facing Bath Street)*



PERSPECTIVE VIEW | *From Bath Street*



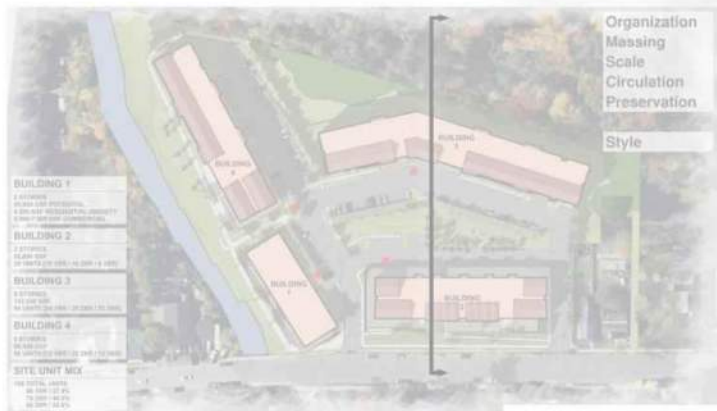
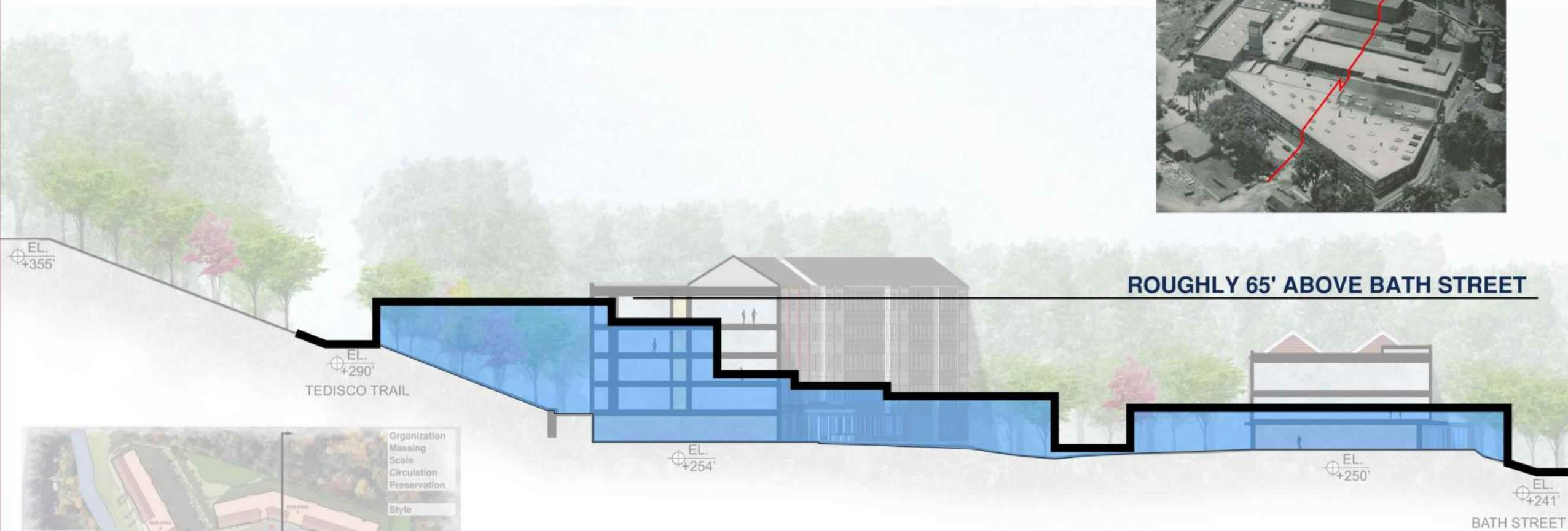
PERSPECTIVE VIEW | *From Bath Street*



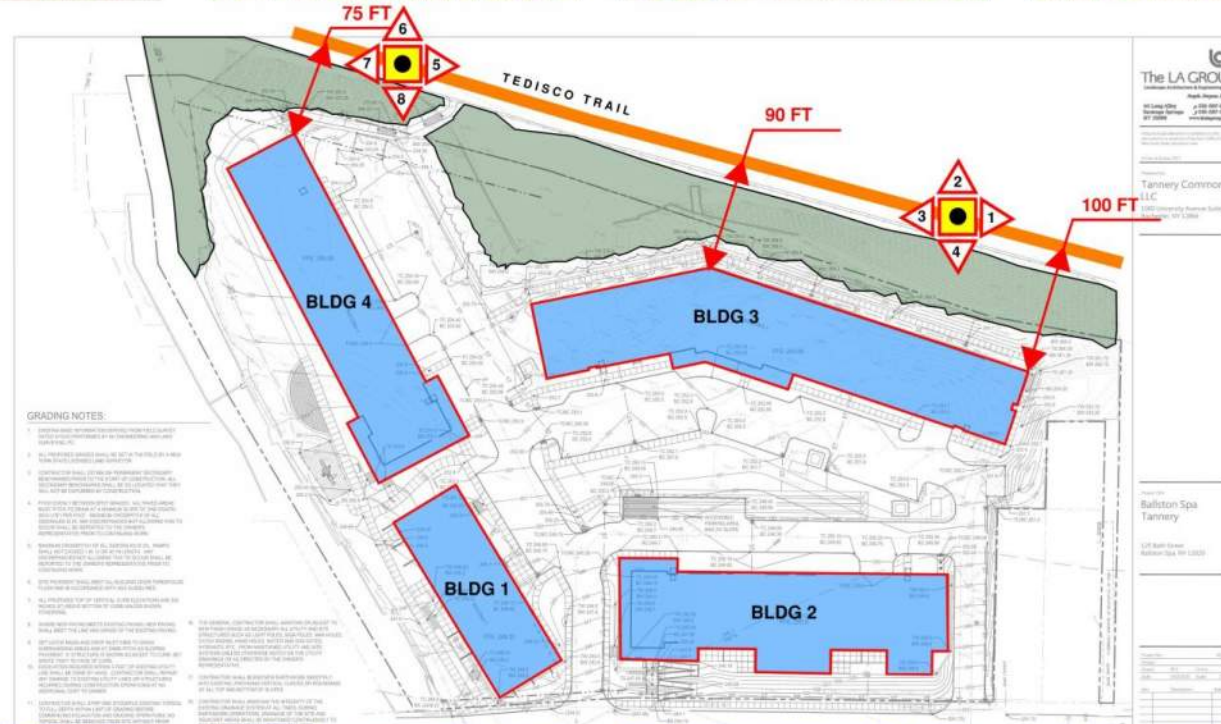
SITE SECTION | Bath Street to Tedisco Trail



An aerial photograph of a large industrial complex, likely a refinery or chemical plant. The facility consists of numerous large, interconnected buildings with flat roofs, some featuring skylights. A prominent red line is drawn across the image, starting from the bottom left and moving towards the top right, passing through several of the main buildings. This line likely represents a process flow or a specific area of interest. The surrounding area includes parking lots with several vehicles, some trees, and other smaller structures. The overall scene is a detailed view of a large-scale industrial operation.

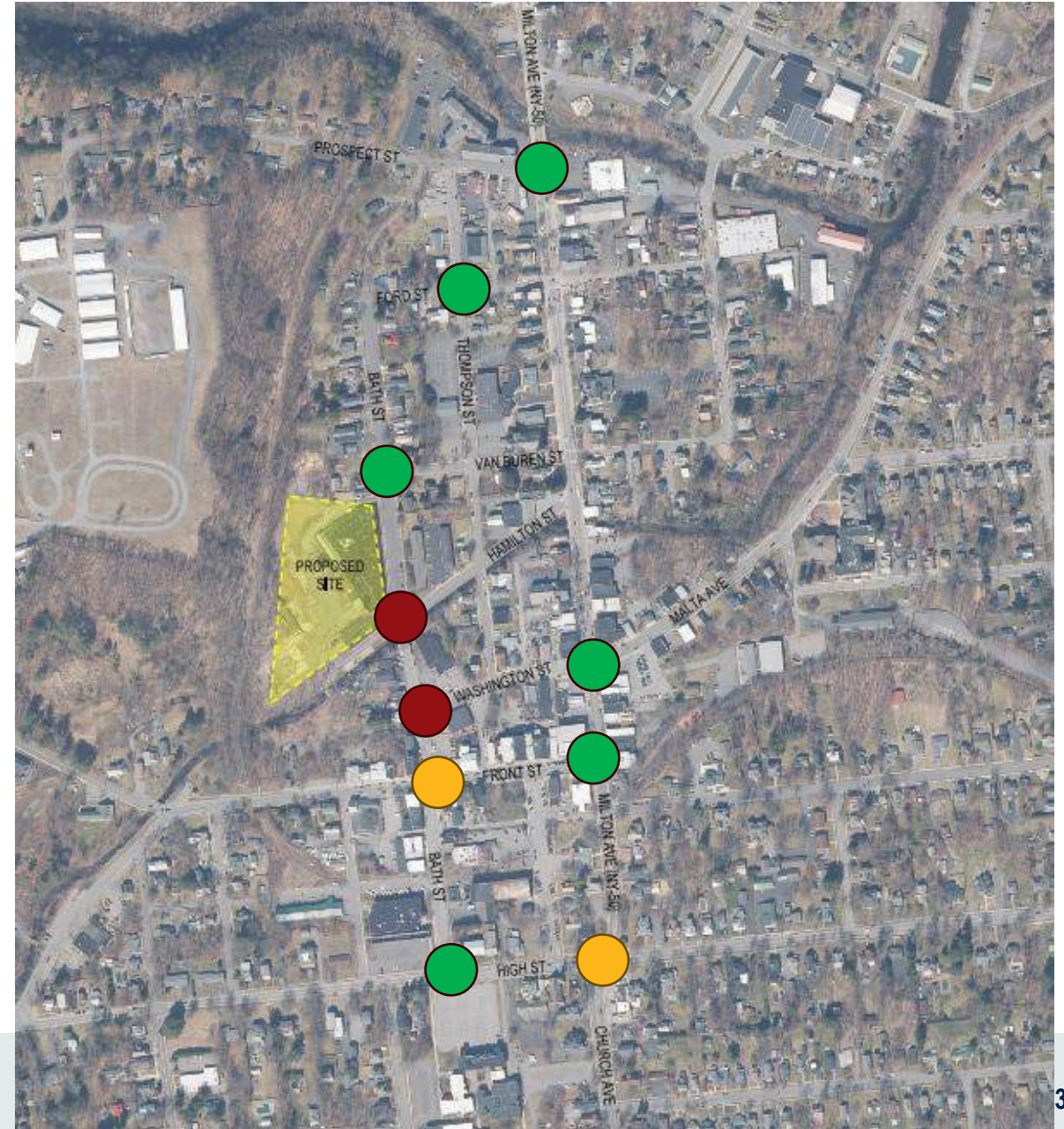


Tedisco Trail



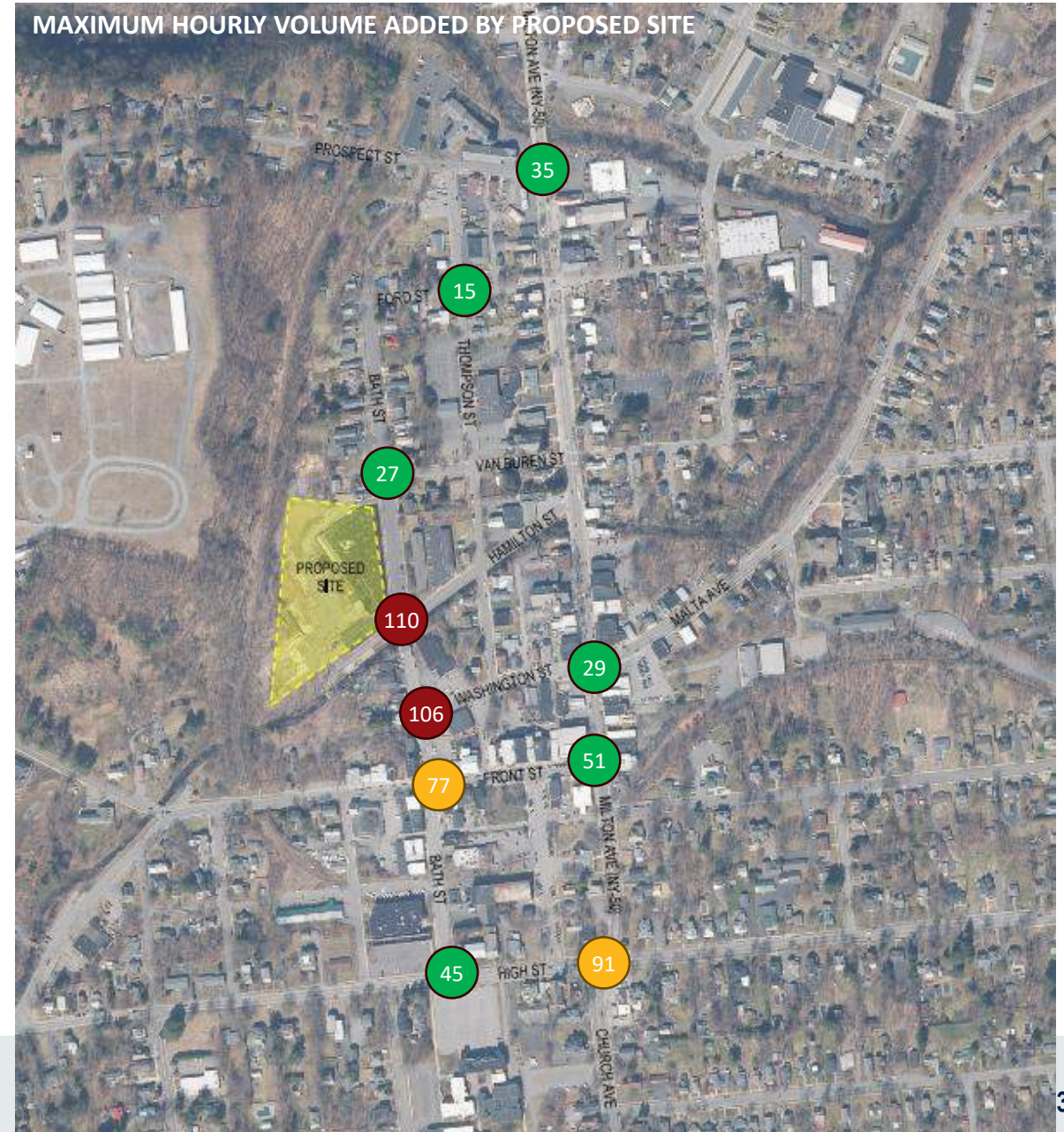
Typical Criteria for Considering an Intersection for Traffic Analysis"

- For NYSDOT, the rule of thumb is that any intersection that experiences a traffic increase of more than 100 vehicles due to a new development should be reviewed for impacts.
- The Institute of Transportation Engineers (ITE), states in their *Traffic Impact Analyses for Site Development* publication... *"In lieu of other locally preferred thresholds, it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways' peak hour or the development's peak hour."*
- *Other Considerations could include Heavy Truck Traffic, High Crash Locations or Similar Reasons.*



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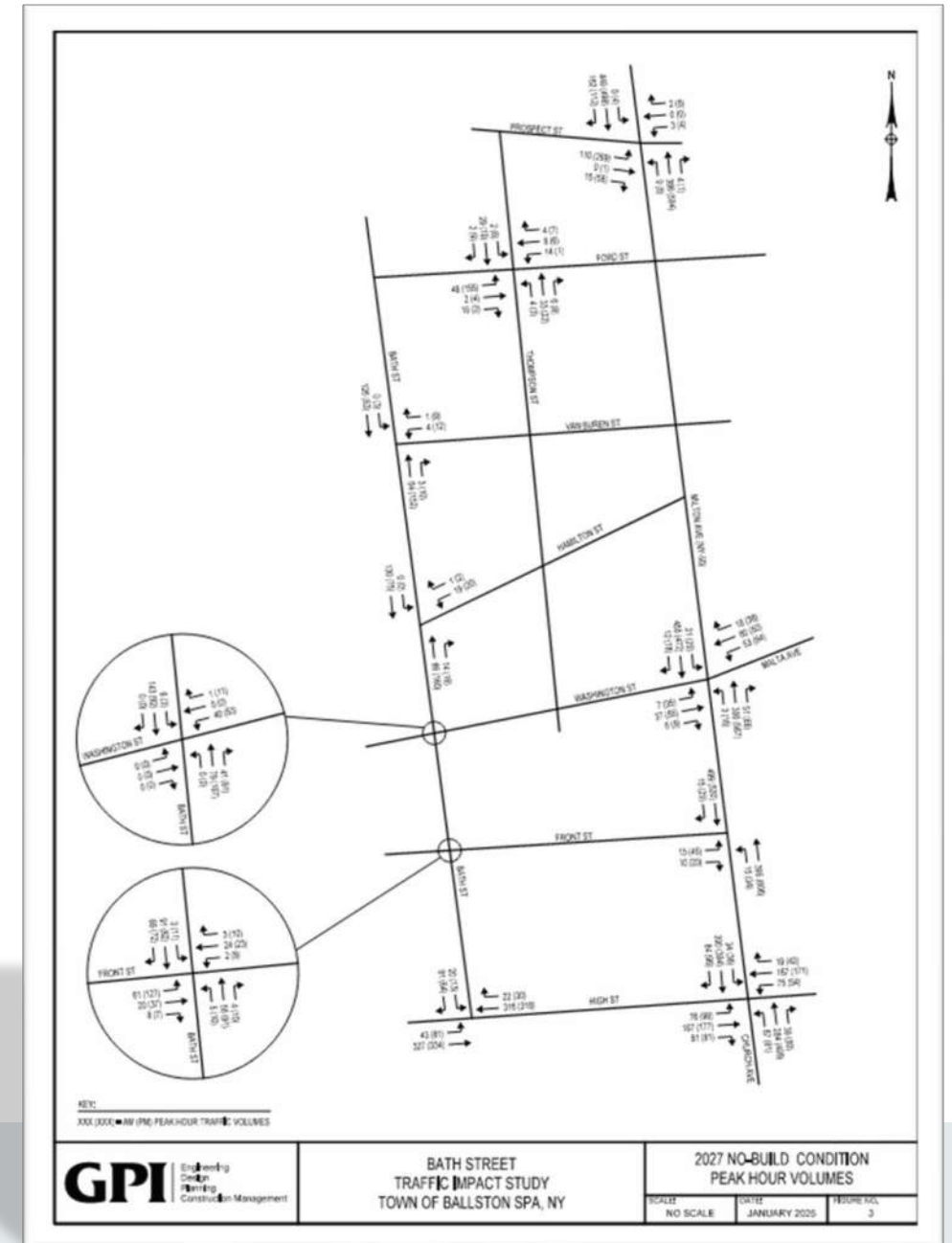


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- Reviewed Weekday AM and PM Peak Hours (Highest Volume Traffic Hours with Most Possible Impacts)
- Conducted Existing Condition Turn Movement Counts (Dec. 2024)
- Background Traffic Growth Assumed 0.5% per year Based on Historic Growth
- Assumed Full Buildout in 2 Years to Develop Future No-Build Volumes



- Crash History Along Bath St
(Van Buren St to High St)
- 3-Year Period (Apr. 2021 – Apr. 2024)
- Number of Crashes were Not Significant
and No Crash Type was Overrepresented
- Contributing Factors Mostly included:
 - Backing Unsafely
 - Driver Inattention
 - Fatigue/Illness
 - Failure to Yield Right-of-Way

Crash Type Summary

	Rear End	Left Turn	Right Turn	Overtaking (Hitting Parked Vehicles)	Parking Maneuvers	Head On	Other/Unknown	Total
Location								
Washington St Intersection	1	1	0	0	0	0	0	2
Front St Intersection	2	2	1	0	1	1	1	8
Bath St away from Intersections	0	0	0	2	1	0	0	3
Total	3	3	1	2	2	1	1	13

- Data From ITE's "*Trip Generation Manual*", 11th Ed.
 - 168 Apartments
 - 7,650 SF First Floor Retail (studied); **8,400 SF (currently proposed)**
 - 3,600 SF Leasable Office (Worst Case Scenario)
- Multi-Use/Internal Capture Trips
(Are expected but Excluded from Analysis to be Conservative)
- Pass-by Trips from Vehicles Already on the Roadway
(Also expected for Retail but Excluded from Analysis to be Conservative)
- Foot Traffic to Retail Shops Expected
(No trip reduction assumed to be conservative)

Maximum Trips Generated per hour:

AM Peak: 91 Trips In & Out **(+2)**

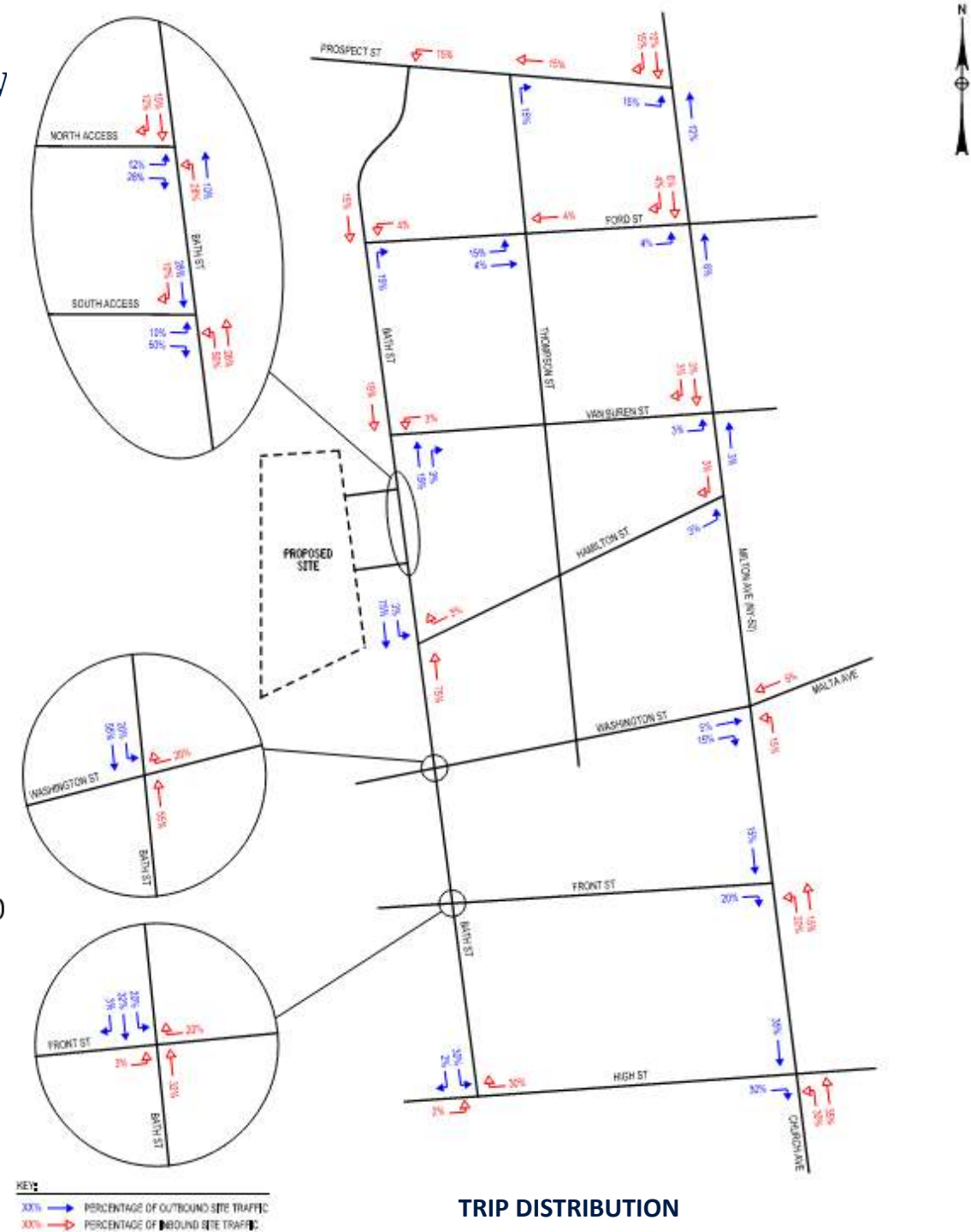
PM Peak: 141 Trips In & Out **(+5)**

TRIP GENERATION SUMMARY

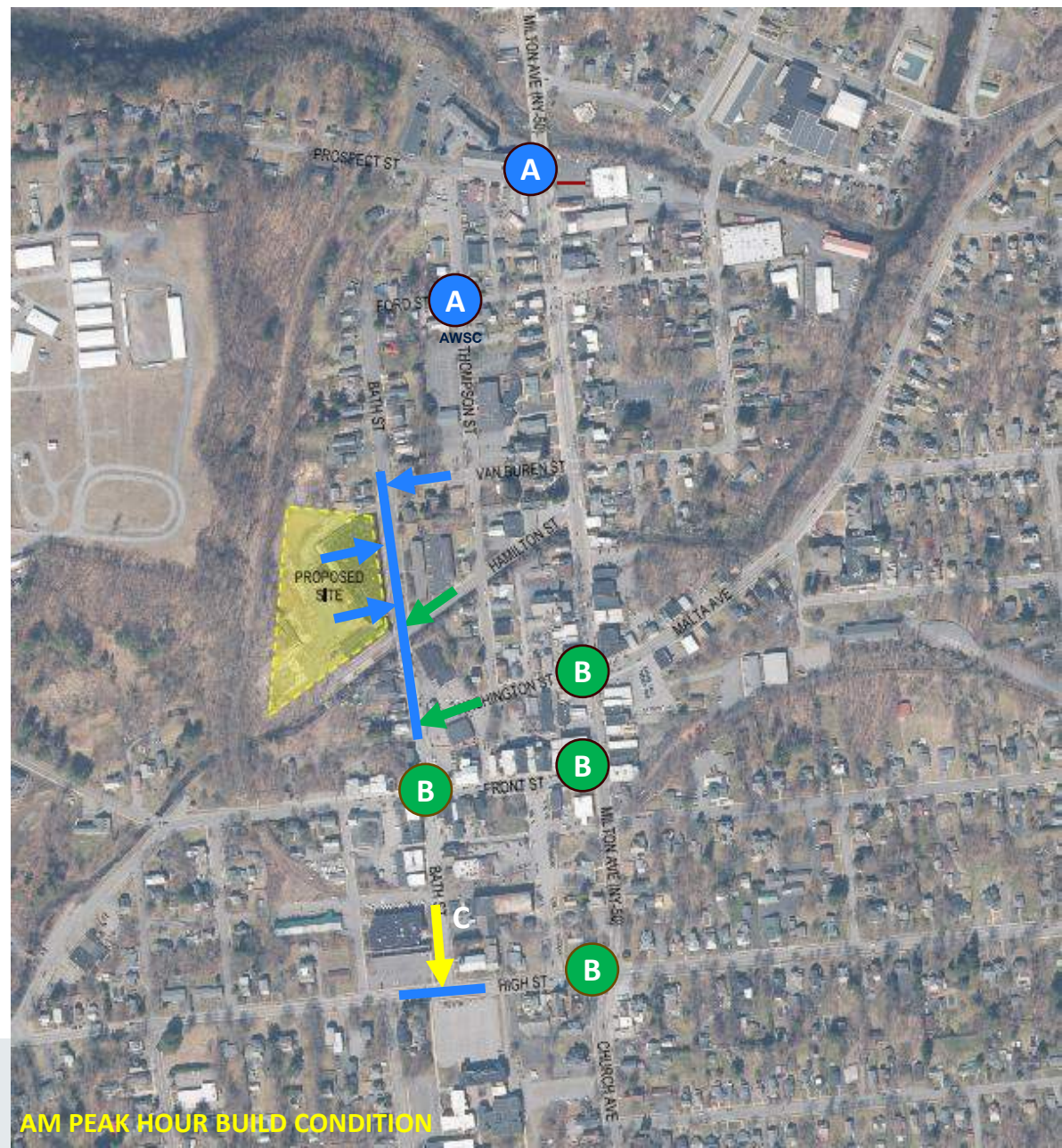
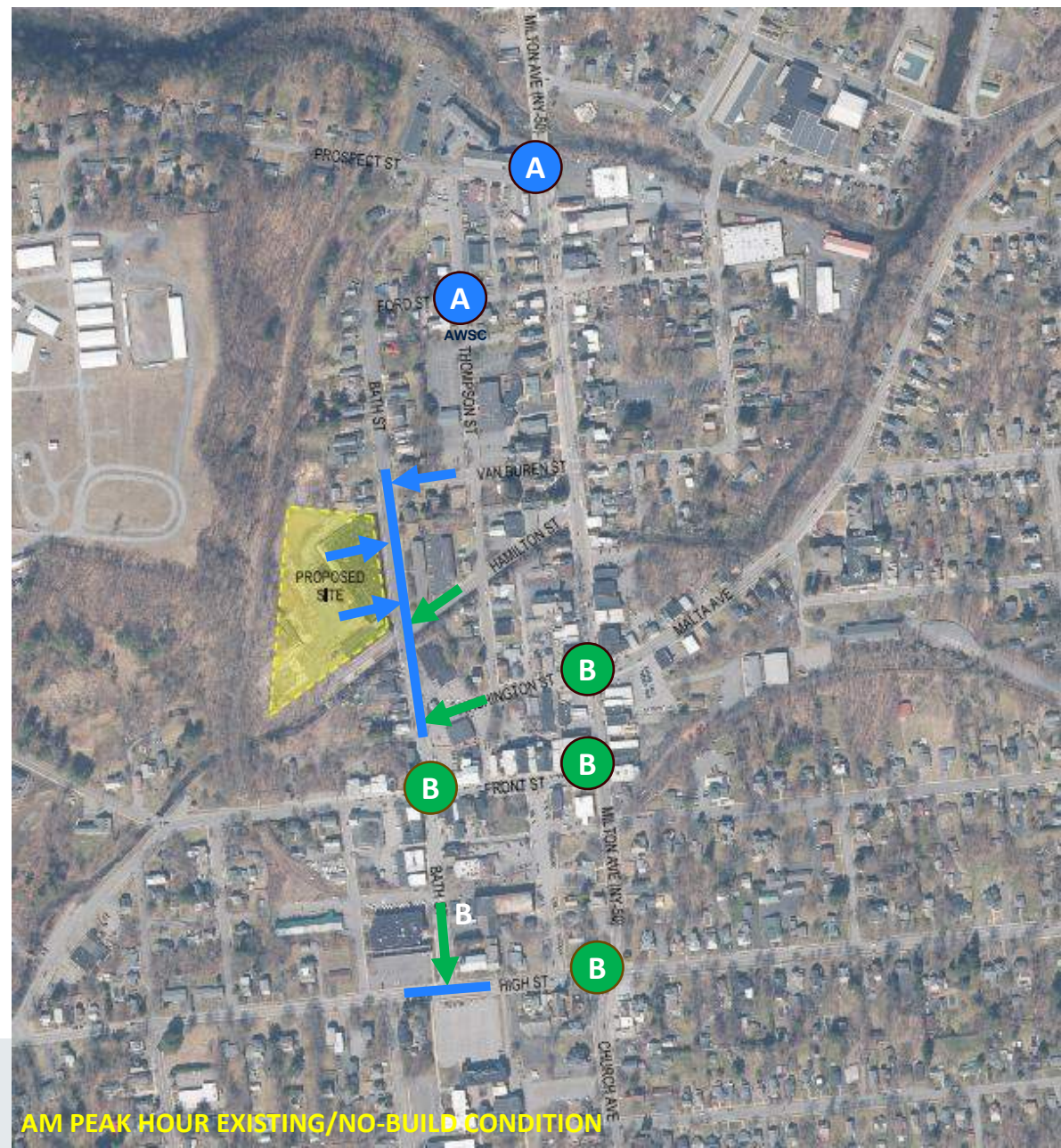
Land Use Code	Land Use	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
220	Multifamily Housing (low-rise)	28 units	3	8	11	9	5	14
221	Multifamily Housing (high-rise)	140 units	11	39	50	34	21	55
712	Small Office Building	3,600 SF	5	1	6	3	5	8
822	Strip Retail Plaza (<40 ksf)	7,650 SF	14	10	24	32	32	64
Total Trips Generated			33	58	91	78	63	141

DEVELOPMENT TEAM PROPOSAL | *SITE TRIP DISTRIBUTION*

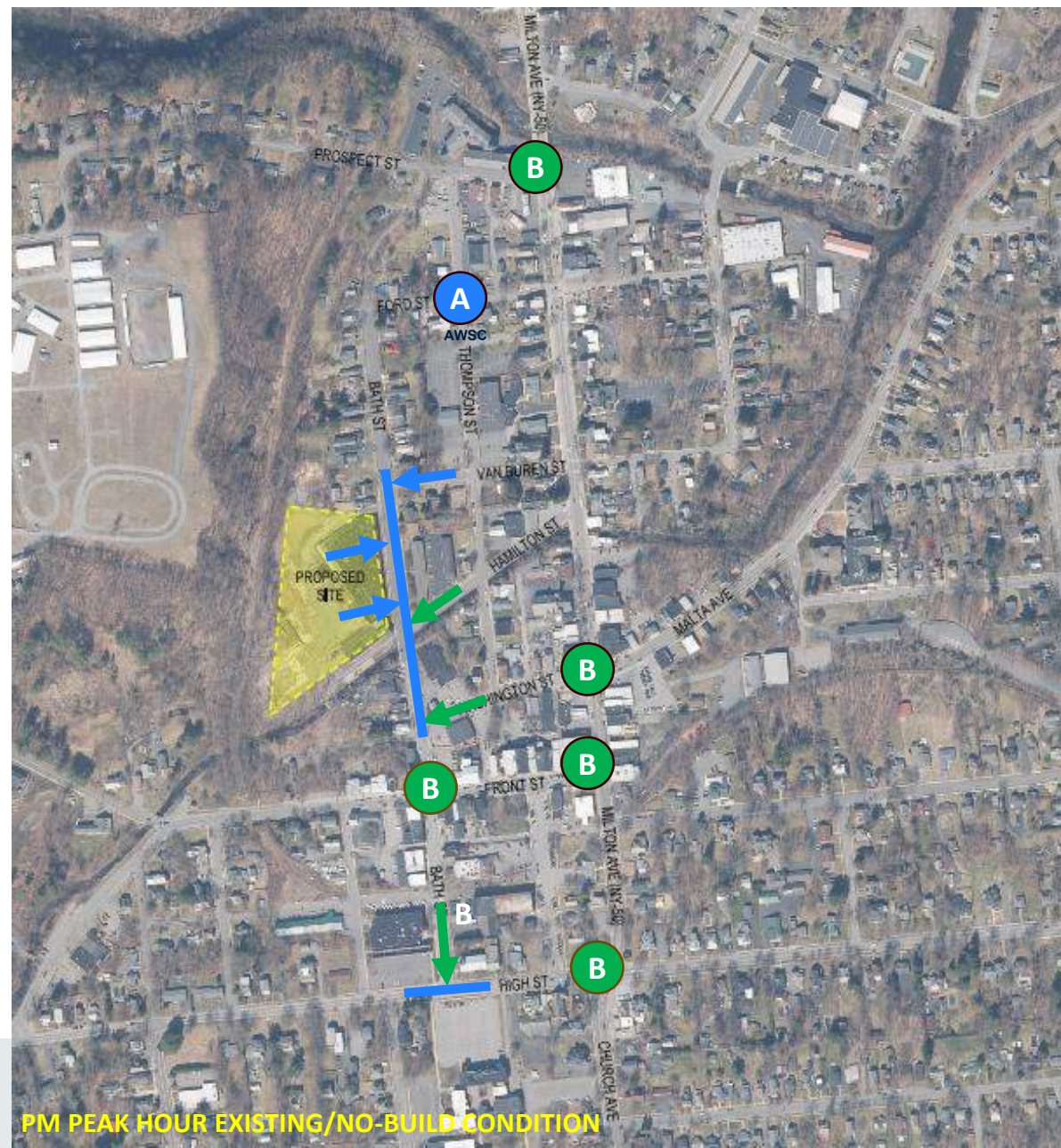
- Trip Distribution based on Potential Work and Home Locations was Developed using the "Replica On-line Urban Planning Tool."
 - Replica uses De-Identified "Big Data" from Mobile Devices and Census Data to Determine Origins-Destinations of Traffic Along a Roadway Link.
- 25% to/from the north towards Saratoga Springs via NY Route 50
 - 15% traveling up to Prospect St to NY Route 50
 - 4% traveling Ford St to NY Route 50
 - 3% traveling Van Buren St to NY Route 50
 - 3% traveling Hamilton St to NY Route 50
 - 65% to/from the south to I-87 Exit 12 or down through Burnt Hill via NY Route 50
 - 30% traveling Bath St to W. High Street to NY Route 50
 - 20% traveling Front St to NY Route 50
 - 15% traveling Washington St to NY Route 50
 - 5% to/from the west via W. High St (NY Route 67)
 - 3% traveling Bath St to Front St to W, High St
 - 2% traveling Bath St directly to W. High St
 - 5% to/from the east via Washington St to Malta Ave



DEVELOPMENT TEAM PROPOSAL | INTERSECTION LEVELS OF SERVICE



DEVELOPMENT TEAM PROPOSAL | INTERSECTION LEVELS OF SERVICE



- Proposed Site is a mixed-use development with apartments, first floor retail shops and leasable office space.
- Traffic Study assessed the impacts of site generated traffic on key intersections during the typical weekday AM and PM commuter peak hours.
- Crash History along Bath St did not show a notable crash pattern, and no crash types were overly-represented.
- Site is projected to generate 91 AM peak hour trips / 141 PM peak hour trips using conservative methods (Note: 100 trips is the general threshold for considering traffic study).
- Intersection Levels of Service are all LOS A to LOS B, with no approach operating below LOS C in the typical Weekday Peak Hours. This continues in the No-Build and Build Conditions.
- Only one intersection approach (southbound Bath St at High St) drops in LOS between Existing and Build Conditions and that is from LOS B to LOS C, and less than 3 seconds per vehicle of delay is added on that approach.
- The Proposed Development will have no significant impact on the Adjacent Roadways.

- Institutional and Engineering Controls
 - *Control Elements:*
 - *Site Management Plan*
 - *Cover System*
 - *Soil Management Plan*
 - *Monitoring Plan*
 - *IC/EC Plan*
 - *Groundwater Use Restriction*

ALIGNMENT WITH LOCAL PLANS – *Village of Ballston Spa Comprehensive Plan*



- » Create a range of housing opportunities
- » The development of a more attractive and successful central business district
- » Encourage redevelopment and/or rezoning of abandoned and underutilized nonresidential properties to allow mixed uses and traditional neighborhood development with an emphasis on affordable/workforce housing
- » Accommodate the housing needs of a broad spectrum of community residents

POINTS OF CONTACT

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