North Woods Engineering PLLC
Joseph A. Garso, P.E.
Timothy J. Northrup, P.E.

NEW YORK STATE OF OPPORTUNITY. Adirondack Park Agency
RECEIVED
Date: February 11, 2026

11 February 2026

Mr. Devan Korn, EPS2
Adirondack Park Agency
PO Box 99
Ray Brook, NY 12977

Subject: Homestead Development Corporation, Town of North Elba
APA Project No.: 2025-0122
Tax Map No.: 42.1-1-2.000
Public Comment Response

Dear Mr. Korn,

On behalf of our client, we are providing this response to specific public comments received regarding the Homestead Development Corporation's development in North Elba. The responses below are specifically addressing comments by Ivan Zdrahal Associates, dated 4 February 2026. The response numbering matches the correspondence.

A3. A full set of erosion and sediment control plans, details and notes have been provided. Specifically, Specific plans are sheets C101 and C102. Each detail or note provided has been drawn/written and updated to be in conformance with the most recent version of the New York State Standards and Specifications for Erosion and Sediment Control. Additionally, a full SWPPP has been prepared for this project. The submitted document has been signed by the Owner/Contractor which serves as an "acknowledgment that they have read, understood, and will implement this SWPPP, including all of its attachments" (20251212 Fox Hill SWPPP Cover Sheet).

A4. The maximum slope that was used for design is 1:1.5, not 1:1 as noted in the correspondence. Each grading plan sheet (C108, C109) has a callout stating, "Finish slopes 1:6 or greater require stabilization mats IAW final seeding notes w installation IAW manufacturer's instructions, typ of all slopes". The final seeding notes found on sheet C300 specify that AEC Premier Straw / Coconut Fibrenet be used on slopes 1:3 to 1:1.5. AEC's product specifications state that this erosion control mat is suitable for slopes up to 1:1. Additionally, the 1:1.5 slope was purposely used to limit grading impacts located within wetland adjacent areas.

A5. Areas of temporary fill, permanent fill, and temporary dewatering have been calculated and are found on sheet C110 RevA. Impact minimization to the wetlands was done when



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selecting an open bottomed arch, and in location of the arch, specifically for the eastern wetlands (which are not impacted). Compensatory wetland mitigation is not required for this application due to the small area of impact and permanent fill being less than 0.1 acre.

B1. The development is proposed as a different development scheme, which is subject to approval by the Town of North Elba.

B4. The project has been funded in part by a grant from the New York State Department of Conservation, Adirondack Park Community Smart Growth Program, through appropriations from the New York State Environmental Protection Fund. As part of the grant requirements, the New York State Department of Environmental Conservation logo is required to be displayed on project documents.

C1. The suggestion that the project requires post-construction stormwater management practices as part of a stormwater pollution prevention plan is false. Single family residential subdivisions with 25% or less impervious cover at total site build out, with more than one acres of disturbance, but less than 5 acres of disturbance, and not located in certain watersheds and not discharging directly to certain waterways, only require preparation of a stormwater pollution prevention plan (SWPPP) that only includes erosion and sediment control (NYS DEC SPDES General Permit for Stormwater Discharges from Construction Activities, Permit GP-0-25-001, Appendix B, Table1). All of those exceptions are met by this proposed action.

C2. A full grading plan has been provided, as well as a centerline profile of the road, and spot elevations of certain features on the site plan. The grading plans are shown with 1' contours to give a clear understanding of the intended grading.

C3. The statement that the plans do not address stormwater requirements of the Town of North Elba is not accurate. Grass lined swales graded to infiltration basins or trenches have been specified at multiple locations throughout the site. These were implemented to provide post-construction stormwater controls.

D1. A separate response to the traffic generated by 22 single family dwellings will be provided under a separate cover.

D5. The suggestion that the public works department has not commented on the proposed plan is not accurate. They have commented on the proposed action and have provided their acceptance. We have previously provided that correspondence to you.

We hope that the above supplemental information provides clarity to those items. Please let us know if you have any questions.

Sincerely,

Joseph A. Garso, PE

Cc: Steve Sama, Homestead Development

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# Homestead Development Corporation
# Fox Hill
# Traffic Review

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## Introduction

Homestead Development Corporation (HDC) proposes to construct workforce housing, known as Fox Hill, on a property on the north side of Algonquin Drive in Lake Placid, New York. The site is in the Town of North Elba.

The workforce housing is planned to consist of 22 single family residence.

The Fox Hill development drive is approximately 1200 feet south of the intersection of Algonquin Drive and Saranac Avenue (NYS Route 86). Under normal circumstances, all traffic from the Fox Hill Development, as well as the other residences in the Algonquin Drive area, (commonly known as the Fawn Ridge Development), will be routed in that direction as that is the only way in or out.

George Laundrie, PE of the NYS DOT communicated to HDC that Fox Hill does not require a traffic study because its primary entry/exit is not from a state highway. We are providing this traffic review, using data provided by NYS DOT website, as a response to traffic impact opinions.

## Traffic Review

Scenario for traffic review: peak evening hours, typically 4-6 pm weekdays with exiting left (westbound) or exiting right (eastbound) on to Saranac Ave. from Algonquin Drive.

*Existing Conditions*

The existing system of interest is the intersection of Saranac Avenue (Route 86) and Algonquin Drive which has Average Daily Traffic (ADT) volume of 11,053 vehicles (2024, estimated). Of that ADT, the east bound leg of the intersection is 5,680 while the west bound leg is 5,373, thus indicating that the primary direction of traffic is east bound.



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In table A, we have compiled the Design Vehicle Hour (DVH) and the Directional Design Hour Volume (DDHV) for the section west of Hadjis Way to Westvalley Road. DHV, used in traffic design, is the estimated 30th highest hourly expected two-way traffic volume in the design year; it is not a worst-case scenario. DDHV represents splitting DHV into directional travel (i.e., travel per lane) and the typical design value is 0.6 (although for dead-end streets it is 0.5).

**Table A – Existing Traffic Data, 2024**

| Intersection Leg | DHV (vehicles/hour) | DDHV (vehicles/hour) |
|---|---|---|
| Saranac Ave, East Bound Leg of Intersection | 995 | 507 |
| Saranac Ave, West Bound Leg of Intersection | 995 | 507 |
| Algonquin Drive, North Bound | 28 | 14 |
| Algonquin Drive, South Bound | 28 | 14 |

Data from NYS DOT website:
https://nysdottrafficdata.drakewell.com/publicmultinodemap.asp

Of note, there is a shopping plaza located off of Hadjis Way and significant traffic enters there; a reduction in traffic volume eastbound after the intersection is likely. Further, the traffic light activation at Hadjis Way provides a break in the eastbound traffic.

*Proposed Conditions*

Estimated peak hour and daily site traffic volumes for a particular land use are estimated from established tabular data, which varies between morning and afternoon trips.

PM peak trip generation rates are 1.00 trips per single-family house[1]. The Institute of Transportation Engineers (ITE) further estimates that 63% of the generated trips enter the site, while 37% of the generated trips are exiting during PM peak trip generation.

To add a factor of safety in our calculations, we will estimate that the trips in and out are balanced, rather than the unbalanced trips in versus trips out. In other words, rather than 63% entering and 37% exiting, we will use 50% entering and exiting.

As described above, there are 22 single-family dwelling units.

[1] Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, Code 210 and 220, 1.00 trips per single family dwelling (assumes all trips generated from same site), and is combined between trip in and out

The single-family units will produce 11.0 trips per hour (22*1.00*0.5=11) exiting the site. This totals 11.0 trips per hour exiting the site. All vehicles will turn left toward the Saranac Avenue intersection.

Therefore, based on the trip generation rate, the Fox Hill Development will introduce over a one-hour peak period, a mean arrival at the Saranac Avenue intersection of 11 vehicles per hour, or a mean arrival of a vehicle arriving approximately every 5.5 minutes.

The traffic control at the intersection is a stop condition for the minor road (Algonquin Drive) and uncontrolled for the major road (Saranac Ave).

By inspection, this level of traffic being introduced from the Fox Hill development is not going to result in significant traffic delays, a measurable change to the wait time at the unsignalized intersection, or otherwise impact the adequacy of the existing road network.

**Discussion**

Level of service is a classification of a roadway system to provide a description of physical restrictions to travel speed. Roadway networks that use level of service are freeways or other multi-lane highways.

In an urban or village setting, the restrictions to travel speed are the result of traffic control at intersections. Signalized intersections are described by a level of service (LOS) lettered from A to F. In LOS A, control delay per vehicle is less than 10 seconds. Delay increases with a corresponding change in letter, increasing in control time delay to LOS F, with more than 80 seconds of delay. LOS F typically indicates that intersection demand exceeds capacity.

Unsignalized intersections are also described in a similar method to signalized intersections with LOS from A through F. The delay increases from A to F. Average delay in LOS A is also 10 seconds or less, while LOS F has an average vehicle delay of more than 50 seconds. Average delay in the main road intersections is minor since the main line movements move freely with no delay.

An additional arrival to intersection in the project's vicinity is in the range of one additional vehicle every five-and-a-half minutes on average. This will be unnoticeable, and not result in a significant impact to the transportation system.

Warrants for changes to the New York State highway are not met as a result of the proposed project, compared to the number of turns into the site.

**Summary**

Calculated level of traffic as a result of the proposed project is not significant. Given all of the above, it is our professional opinion that the proposed project will not produce significant impact to the existing transportation system.