

II. COMMENTS FROM SEQRA PUBLIC HEARING MARCH 2, 1989

A. Mike Sommeter

1. Comment:

Why so much at once? Why do they have to take up such a large area? We have no land left.

Response:

As indicated at the public hearing by Peter Platt, Town of Colonie Planning Board Chairman, the goal of the Planning Board was to be able to evaluate the cumulative impacts of a specific scale of development in the study area rather than evaluate each development proposal individually. This document does not represent a development proposal; its intent is to allow the Town of Colonie to assess the potential impacts of the growth scenario evaluated. For additional information please comment I, H, 2, Jon A. Brander, March 13, 1989.

2. Comment:

Now, how does this progress. What implement does this progress at? Where does it start? Does it just continue and roll over from one segment into the next?

Response:

In regards to the SEQRA process, Larry Woods of Clough, Harbour & Associates indicated at the public hearing that at the close of the public comment period, all substantive comments will be addressed and included in the FGEIS. Upon its acceptance as complete by the Planning Board, within a period of ten (10) to thirty (30) days, a findings statement will be prepared which includes a discussion of

impacts identified in both the DGEIS and the FGEIS and outlines any mitigation measures that will be required, as development occurs.

Peter Platt also pointed out that due to changing economic conditions there is no way of forecasting the speed or magnitude of development in the Boght Road - Columbia Street area over the twenty (20) year planning period.

Please refer to the response to comment II, A, 1 above. It is important to understand that the DGEIS represents an evaluation of potential impacts of a specific level of development. It does not endorse, approve or guarantee that this level of development will occur during the next twenty (20) years. In order to chose the development scenario evaluated in the DGEIS, several alternatives were studied. These are outlined in the Section III, Alternatives of the DGEIS.

3. Comment:

Is there any way -- as it hits your particular area, is there any way of stopping what starts once that is approved.

Response:

Peter Platt indicated at the hearing that the goal of the document was to promote orderly development in the study area. Although this document evaluated the impacts of a specific development scenario, it does not give automatic approval to any future development proposal. Proposals will continue to be subject to Planning Board review and review by any other agencies with jurisdiction over the project. A developer will have to meet any requirements set forth in the findings statement, as well as all

applicable Town zoning and subdivision regulations and State codes.

4. Comment:

The Town is under pressure to develop the area, I understand that, because it's so open, but I'm concerned about what it's going to -- what's going to happen in the very end.

Response:

Peter Platt responded at the public hearing that the Town was also concerned about development pressure in this area and in response to this concern, the DGEIS was prepared.

See response to comments II, A, 1, 2, 3, above.

5. Comment:

What's to say that people of Route 9 want four lanes, that they want to lose their front lawn? Because obviously they're going to if you're going to add two lanes to their road. It's going to create another Wolf Road situation.

Response:

See comment I, B, 4, Bertha M. Golan, February 14, 1989.

6. Comment:

O.K. Another thing, too, is that this hearing, the Town Clerk's Office did not even have this meeting scheduled, knew nothing about it up there.

Response:

See comment I, L, 1, Warren E. Cook, March 3, 1989

8. Comment:

When Alternate 7 was put in, it really changed the whole area in general. The traffic flow as far as bringing it right past Boght

School, right through Forts Ferry, ...and widening Route 9 is not going to help stop this from happening either.

Response:

See comment I, B, 4, Bertha M. Golan, February 16, 1989.

9. Comment:

If taxes are needed from us as citizens to make this happen, does that come from all of Latham or just Boght community?

Response:

Mr. Platt responded that any necessary taxes to be raised would be assessed to the whole Town.

B. Albena Della Rocco

1. Comment:

If I could see the map G-11 ...I think it was the office figure that you proposed. Now, you see your road that's going to come from Vliet Street and go over to Dunsbach Ferry Road? What property is that going to cross? Whose property?

Response:

The improvements shown on Exhibit II-G-11 of the DGEIS including the Vliet Street Extension are all conceptual and do not represent specific proposals or alignments. The DGEIS recognizes that a connector Road in the approximate location shown on exhibit II-G-11 would be necessary to accommodate increased east-west traffic if development occurs at the same level and intensity as evaluated in the DGEIS.

Until such time as this road is considered necessary and specific design alternatives are studied, there is no way of knowing which properties the road may intersect. The completion of the GEIS process does not initiate procedures for construction of any new roadways or other improvements described in this document.

Please see comments I, L, 2 Warren E. Cook, March 3, 1989 and I, M, 1, Mr. and Mrs. S. Frydel, March 6, 1989.

2. Comment:

...And the road that's going to cross, you said there'll be no access onto that road from that adjoining property?

Response:

Tom Johnson of Clough, Harbour & Associates described the potential Vliet Street Extension as a limited access roadway which would consist of one lane in each direction. Access would be limited to a few well-designed intersections.

See Comment I, G, 1 for a discussion of mechanisms to limit curb cuts.

3. Comment:

...does that mean that you have office space where all those grids are? (referring to Exhibit II-G-6)

Response:

Larry Woods clarified the grids shown on Exhibit II-G-6 and correlated them with the Exhibit II-B-3 (Projected Development Map), also included in the DGEIS.

4. Comment:

Now, with sewer lines, I'm concerned about that because we've been living in the Boght for years and years and years, and we have had no sewerage up there, and when I see this vast thing of sewerage going in here and we are left out of it, I feel real bad about it. Now, I don't think you should be allowed to put in sewer lines the way they do and the rest of us along Boght Road are just left out. I think we should be able to hook onto some kind of sewer line.

Response:

See comment I, Y, I, Mrs. Albena Della Rocco, March 7, 1989.

5. Comment:

I live on Landor Lane. Now, the sewer line came down Landor Lane and went between Guptill's property and the cemetery. Now, the whole sewer line was wasted when it could have come right down Landor Lane and right down and then over to Meadow Street and out. That sewer line could have been used instead of wasted the way it was. Then they say that the sewer line on Meadow Street is up on a hill and that if we're coming into Landor Lane, we cannot hook up to that sewer line because it is too high up in the air, we would need a pumper there, and the Town doesn't want pumpers. They don't want to maintain them. So what are we to do? And we do need a sewer system because the water -- the ground is soggy there. Sewer systems aren't going to take it, or the septic tanks won't. So I think that, ought to be looked into, to give us some kind of sewerage hookup there.

Response:

See comment I, Y, I Mrs. Albena Della Rocco, March 7, 1989.

C. **Jake Oreshan**

1. Comment:

One of the questions I had, was the picture that you had of the projected width of the road from Boght Corners to Columbia Street. I understand what the idea of that is, to take the traffic that's going to be created from the businesses and added homes in the area. What I can't picture now is a four-lane highway coming down from Saratoga County, dumping into Boght Corners and then becoming a six-lane highway, going back to a four-lane highway, going back to a two-lane highway. I think there are plans or projected plans to widen the road up in Boght Corners to where it is pretty heavily lived along now, that they ought to consider doing something with the rest of the road work all the way down into Albany where we get into our super highways down there.

Response:

See comment I, B, 4 Bertha M. Golan, February 16, 1989.

2. Comment:

Another question I had also was... with the sewer, and Mrs. Della Rocco brought up a good point there. We have sewers that come up into part of the Boght area. One sore spot is Dunsbach Ferry Road and Boght Road area right now. It goes as far as the area of... Boght Hill School and stops, and goes west on Boght Road to about Cedar Drive and stops, and then you've got the area in between that's still on the old leach field system and ...one of the reasons why we were told at the time that it wasn't continued was because of pumping stations, there weren't any available... I think we do need sewers bad, an extension of the sewers up in that area at the present time even. I realize there isn't a lot of building a lot of homes up in that area, now but I think if years ago if sewers were put in, there probably would have been a lot more homes built.

Response:

See comment I, Y, I, Mrs. Albena Della Rocco, March 7, 1989.

3. Comment:

...people who have lived there all their life, and bought property hoping to pass it down through their families and/or sell it, and that would be part of their retirement; and they have the opinion, a lot of them now, that they're being told what they're going to have to do with their property, and what they were hoping they could do with it, they're not going to be able to.

Response:

There is nothing in the DGEIS that would preclude a landowner from selling or giving his property to another individual. While the Town has the authority to control use of lands, through zoning, it has no authority to control ownership of land.

4. Comment:

I belong to the fire company. I have for 25 years, and it is a problem that we have up that way also, manpower and everything else, and you have all this additional housing and businesses and everything else that are going to be put in there, and it will be a problem.

Response:

Fire companies which serve the Boght Road - Columbia Street area were contacted during the DGEIS process (p. II-103 of the DGEIS). They also expressed concerns in regard to manpower, as these are all volunteer companies. The DGEIS further indicates that in recognition of this Town-wide problem, the Town held a recruitment drive in early 1988.

Manpower to staff any volunteer organization is often more of a social issue than a development issue. Awareness and the desire of people to get involved in their community is important to all volunteer organizations.

5. Comment:

I want to ask you one more question. Again, I think you might have answered it. The reason for this proposal for this six-lane highway from -- looks like in the area of maybe the Fonda Road area down to Alternate Route 7 is to take the added traffic they feel will exist because of the added homes and industry and everything else in that area? They don't feel the existing road that's down through the middle of Boght Corners will take all that traffic?

Response:

See Comment I, B, 4, Bertha M. Golan, February 16, 1989.

6. Comment:

May I ask from now on when there are meetings along these lines, that maybe notice be sent to the fire company up there because we do publicize meetings up on a board out front where a lot of these people notice. Also, if some of them haven't been getting the papers this has been put into, that may be a good idea also so you get a better turnout; and also to scale your meetings down a little bit to where they understand a little more clearly what's trying to be told to them. It might not be a bad idea.

Response:

See comment 1, H, 5, Jon A. Brander, March 13, 1989.

D. John Perry

1. Comment:

My name is Jon Perry, R.D. 1, Box 298, Cohoes, which is right up on Route 9 by Michaels. Back in 1963 that road was widened. The state just came in and said, "We're giving you this for your property. That was it. Is it going to happen again like this? When they widened the road back in '63, I had just bought the house and I wasn't in there a couple months when I was notified they were taking some of my property. I've got less than 50-foot frontage now.

Response:

See comment 1, B, 4, Bertha M. Golan, February 16, 1989.

E. Diana Segoria

1. Comment:

My name is Diana Segoria. I live at 1060 Loudon Road which is on Route 9 also. I want to respond in part to Mr Oreshan. My family has owned property on Route 9 for about 20 years, and I've always considered that place my home. When I consider what may be coming within the next 20 years, I think about what my parents and I have invested in that land and in that home, and I seriously wonder whether or not -- facing the possibility of a six-lane road will seriously devalue that property since it is residential at this time.

Furthermore, in response to what Mr. Oreshan said, something I've thought about in terms of precedence. I don't believe there is precedence anywhere for a six-lane highway to be proposed within a commercial-residential area. I understand the problems that will be -- may be caused by further development in the Boght area, but I don't think that, as Mr. Oreshan said, suddenly going from four lanes to six lanes and then back to four is necessarily going to help.

Response:

See Comment I, B, 4, Bertha M. Golan, February 16, 1989.

F. Henry Reepmeyer

1. Comment:

The thing I'm going to address is -- I want to ask a question first. This thing that I have here says 20,000 cars at the corner of 9R and Route 9; is that correct? Did you take a count at Boght Corners? Did you project it up as far as Boght Corners? This is supposed to take you all the way in from Boght Corners to Route 9R? Did those cars all pass from Boght Corners down through that intersection... What I'm driving is, then, if Boght corners is possibly 15,000 to 20,000 cars per grade such as this suggestion --

Response:

As Tom Johnson of Clough, Harbour & Associates indicated at the public hearing, the amount of traffic at the Route 9 and 9R intersection includes traffic entering the intersection from Interstate 87.

2. Comment:

Now, the statement I had, says that this survey was from Columbia Street or 9R up to Boght Corners. Then it says the bike path. Well, the bike path is not at Boght Corners or at Boght Road. Not Boght Corners, but Boght Road. That's the statement in here (indicating). So is this survey to the bike path or is it to Boght Road? Why wasn't the rest of the area included in this survey? Because that impacts on this whole situation.

Response:

The study area boundaries are outlined on Exhibit II-A-2 and described on page I-1 of the DGEIS. Generally, it is bordered by the Town bike path to the north, the Northway to the west, Alternate Route 7 and Troy-Schenectady Road to the south, and the Delaware and Hudson railroad and Town border to the east.

In regards to the northern boundary of the study area, Mr. Kevin DeLaughter of the Town of Colonie Engineering and Planning Services Department stated during the hearing, that due to the lack of sewer and water services north of the bikepath, it was assumed that development was less likely to occur in that area during the twenty (20) year planning period.

3. Comment

I heard you mention in answer to this gentlemen's question something about a fee for development. Then you said if a person hands it down to his children, there won't be any charge. Would there be a charge -- If they build a house on it for their own personal use or is this just for development?

Response:

Mr. Platt responded that any per unit charge would be assessed to all proposed construction. In addition, see Comment I, N, 1, Paul Landor Sr., March 13, 1989.

G. Mr. Marion

1. Comment:

I live on Vliet Street just off of Baker Avenue. As long as the people are talking about sewers, and I was involved in sewers for many, many years in the Town, there was ... the sewer all the way down Boght Road down, and it would be a pumping station right at the bottom of Boght Road and Manor Avenue. That was planned, was on the books, and there was supposed to be a pipeline coming up that creek... That was a high pressure line; was supposed to come up and come down -- natural drainage down Vliet Street to the Albany County sewer line, but all of a sudden they put in that sewer system and all of a sudden they dropped that section right off... when they could have had it to be at the dollar value. Not at today's dollar value because this was ten years ago.

Response:

See comment I, Y, 1, Mrs. Albina Della Rocco, March 7, 1989.

H. Dean Rueckert

1. Comment:

I'm a member of the Colonie Town Board, and I'm sitting in back of this meeting with most of the other members of the Town Board, and the purpose for us being here tonight is to hear the comments that you're making, too, during the course of this presentation. But there's something that concerns me. I walked in about two or three minutes late, and I guess I missed the explanation of what tonight's presentation is all about, and I'm getting the feeling that there is a little misunderstanding here about what this is. I keep hearing the word "plans," and I keep hearing the word "proposal." This does not reflect plans and proposals. There are not plans for office buildings to go in some spots. There are not plans for road to go the way they're designed on those maps. There are not plans or proposals for six-lane highways, or sewer lines to go in certain places, and not other places. There are not plans for any detention stations or areas to hold back storm sewer waters. There are no plans or proposals to put a million-gallon standpipe in any particular place.

What these plans and the presentation made by the engineering firm tonight reflects is that if there were to be development in the Boght area, these are the types of things we're going to need to accommodate them. It is not a plan that says that these things are going on these designated spaces as is shown on the map. It is not saying that there's going to be X-number of businesses in the red area. All the presentation is tonight is to show that the town is concerned about the expansion that is most likely going to take place in the Boght area. It's probably the most open area in the Town. We're anticipating that there's going to be growth in the area and these are the kind of things that are probably going to be needed if that growth takes place. How much of those are going to be needed, if depends. If we get the 20,000 people that the plan says might take place under one method of growth or if we get 50,000 people that says the plan may take place this way, then these are the kinds of things we're going to need. That's all. I get the feeling that some people think that this is a proposal that says over the next 20 years we're going to start widening the highways, we're going to start putting in sewer lines through this person's piece of land and not this person's piece of land. All these are just anticipations for what's to come. That's all.

Response:

Mr. Rueckert has correctly stated the purpose of this DGEIS. The document was prepared to evaluate the impacts of a reasonable

development scenario including improvements to services that may be necessary if this level of growth occurs.

The impetus for this study was the six (6) residential projects presented to the Planning Board in a short period of time. In addition, see Comment I, H, 2, Jon A. Brander, March 13, 1989.

I. Leonard Trembly

1. Comment:

I live on Columbia Street close to Baker Avenue. I hear you talking about the five proposed housing developments, or whatever you want to call them presently. I'm aware of a couple of them. Can somebody --

Response:

The developments were described at the public hearing by Larry Woods of Clough, Harbour & Associates, as follows:

- *Northbrook Estates - 304 units, north of Columbia Street and south of Vliet Street.*
- *Hunters Run 40 units, north of Columbia Street and east of East Skyview Drive.*
- *Salt Kill Estates - 74 units, south of Columbia Street and east of Cora Drive.*
- *Spring Meadows - 197 units, south of Alternate Route 7 and north of Haswell Road.*
- *Riverfield Estates - 68 units, west of Boght Road and south of Haswell Road.*

These proposed residential developments are located on Exhibit II-B-4 of the DGEIS.

2. Comment:

(note: shown as Mr. Van Pelt in public hearing minutes) My question is the 700-and-some-odd houses, whenever they get their green light, how soon will all those 700 houses be there? I know we're using projections or whatever, but how soon will all those 700 houses be there?

Response:

Mr. Peter Platt responded at the public hearing, "That would depend strictly on the economy at that time. If you get back up into 17, 18, 19 percent interest rates, very few of them will be built. If you have the boom that you had in the last five, six years, I'd say the average subdivision today is built in approximately two to three years. For a 50-lot residential subdivision, I'd say it's a two to three year buildout from the time the first one is sold."

3. Comment:

But roughly -- I mean, given the last five years, or whatever, O.K., how long... how soon will these developments be able to start once there's moratorium?

Response:

Mr. Peter Platt responded that the start date for construction of these developments, depends on what approvals have been obtained to date and what approvals remain. Hunters Run could possibly begin construction this building season.

4. Comment:

Now, you touched on my other question. If you charge them whatever you... these builders, what's going to happen with that money?

Response:

Although a specific funding mechanism has not been identified at this time, the collection of Development Mitigation Costs is one option. Any funds collected will be held in an escrow account and will be earmarked for specific identified improvements. For example, any Development Mitigation Costs collected for sewer improvements must be used to implement sewer system improvements.

5. Comment:

...is there other (funding) avenues as in federal government and state?

Response:

At the time the Town is ready to implement specific improvements (ie. highway improvements), intergovernmental aid will be pursued. The availability is difficult to predict and has become less available in recent years. For this reason, federal and state funding sources were not explored in the DGEIS.

6. Comment:

I apologize I wasn't able to get to the library to read the document. Was there a proposal as to what might be expected of the tax base with all of these improvements? Is there any idea or concept as to roughly the amount of increase percentage-wise, dollarwise, per thousand?

Response:

Larry Woods of Clough, Harbour & Associates indicated that the DGEIS outlined the improvements necessary to accommodate the growth scenario outlined in the document. Costs associated with these improvements were calculated and broken down on a per unit basis

for residential uses and a square footage basis for office, retail and light industrial uses. This information was not utilized to calculate any potential changes to overall tax rates in the Town.

The fiscal impact model worksheets are included in Appendix 4 and the methodology described in the Economics portion of the DGEIS (Section II, M, Economics). As stated above, the costs of upgrading services to meet the needs of an increasing population are also described in this section.

Verbal Comments

A. Mr. Peter Platt, Chairman, Town of Colonie Planning Board

1. Comment:

Evaluate the potential for residents to tie into the proposed sewer line from the Barry, Betty & LeDuke proposal on route 9 north of the study area to the existing sewer line.

Response:

Contact with the Town of Colonie Pure Waters Department has indicated that they are investigating the potential to connect existing residences along the route of the proposed sewer line on Route 9. A forcemain would be installed on Route 9 which would connect with the existing sewer and extend to the Barry, Betty and LeDuke proposal.

The forcemain would be sized to accommodate as many existing homes as possible on or near Route 9. It was also indicated that most of the connections would be unable to utilize gravity lines due to topography.

B. Mr. Steven Lukowski, Director, Albany County Department of Health

1. Comment:

The sizing of water transmission and sewage collection lines in the study area did not include the potential for linking areas north of the study area into these systems.

Response:

In regard to water transmission, the Latham Water District has evaluated, as part of previous studies, the impacts associated with growth north of the study area. While the area north of the Town bike path was not within the study area of the DGEIS, the Latham Water District is aware of the potential impacts to the water system from growth in the northern portion of the Town.