

MAR 15 1989

RD #1 John Street  
Cohoes, New York 12047

March 10, 1989

Robert Mitchell  
Engineering & Planning Sciences Department  
272 Maxwell Road  
Latham, New York 12210

Dear Mr. Mitchell:

I am writing regarding the proposed change of Route 9. I have lived in Boght Corners for many years and object to making Route 9 wider. It makes no sense to have six lanes in Boght Corners and two lanes in Loudonville. I do not feel it is necessary. I will only increase the traffic. It will make access to side roads very difficult and very dangerous. I also object to the noise it will create.

Sincerely,

*Rudolph Nadeau*

Rudolph Nadeau

March 10, 1989

RECEIVED  
MAR 15 1989  
COLOMBE  
ENGINEERING &  
PLANNING

Robert Mitchell  
Engineering & Planning  
Science Dept.  
272 Maxwell Rd.  
Latham, New York 12210

Dear Sir:

We, the landowners, feel we will be the losers when the development in the Boght area begins. We feel we have no choice in losing our land frontage. Developers will profit, we will not. We chose this area because there was so much openness. We do understand this desirable undeveloped land is very desirable to development also. What we can't understand is the additional two lanes to be added onto Rt. #9. Not only does it devalue our homes, but the added traffic on the highway will create a higher noise level just outside our windows. Expanding the Northway would be a more reasonable project. Between exits 7 and 8 and 9 traffic is heavy and tie-ups occur during rush hours. Why not add an extra lane on the Northway. The reason Rt. 9 gets rush hour traffic is because the Northway can't handle it and the radio stations advise drivers to avoid the Northway and use 9 instead. New York State will be paying for the highway project be it the Northway or 9. We are New Yorkers and should have a say as to how our money is spent. I only hope someone is listening. Some of us have lived in the Boght area for twenty years or some forty. We won't mind sharing our area with newcomers. We don't feel we should be on the losing end while the newcomers will gain all that we once considered our happy neighborhood.

Frank and Beverly Pawlows  
1058 New Loudon Road  
Cohoes, New York 12047

*Beverly Pawlows*  
*Frank Pawlows*

5:17 PM

1060 Loudon Road  
Cohoes, New York  
February 16, 1989

Bob Mitchell  
272 Maxwell Road  
Loudonville, New York

Dear Mr. Mitchell:

I have read a summary of the recommendations made to the Colonie Town Planning Board regarding the development of the Boght area. Overall, I feel the spirit of the recommendations reflect a thoughtful concern for the future impact of development upon the area in question. However, I have some serious reservations/objections:

- 1) Water supply: At the present time, water is taken from the Mohawk River and the town reservoir. Given the scenario outlined in the recommendations, we may face water shortages and dangerously low levels in the Mohawk if a new supply of water is not concurrently arranged as the new developments are built. Pure water is a precious commodity; we in the Northeast take it for granted. We must plan ahead and consider some "worst-case scenarios" like serious droughts and dropping of the water tables.
- 2) Drainage: Roads do not absorb water. The Boght area, as recognized by the report, presents some serious drainage problems even without the addition of more roads. I do not believe the drainage measures outlined in the report will be sufficient to avoid flooding in certain areas, particularly the newly developed housing areas.
- 3) Sewage: Little or no consideration has been given to improvements or new additions to the sewage system. Surely the addition of homes as well as proposed office complexes is going to be a sizeable strain on the existing infrastructures. Steps should be taken at the onset of construction rather than after the fact when the community faces major problems and major repair.
- 4) Traffic Management: This is the area of greatest concern to me personally. I live on Route 9 and lost footage on my front yard when Route 9 was widened some twenty years ago. I cannot believe anyone would propose to construct a six-lane highway in an area zoned commercial/residential. There is no precedent for that kind of proposal anywhere in the Capital District nor anywhere in the U.S. -- ~~except~~ maybe California (and everyone knows the traffic nightmares that exist there). Traffic studies, like those in California, have shown building/expanding existing roads

does not improve traffic problems -- it just attracts more cars! Furthermore, I can just see it -- there will be a bottleneck effect at either end of the proposed change, the Columbia Extension road and Boght Corners. Given the present concerns about the Greenhouse Effect, the possibility of another gasoline shortage, and the overall problem of urban sprawl, I cannot understand the reasoning behind the proposal to widen Rte 9. Some of the existing traffic problems are beyond the control of the Colonie town government: many commuters on Rte 9 are from Crescent and further up north. However, we can take lessons from our own experience such as Central Avenue, Wolf Road, and the Latham Strip-- we need to develop more municipal transportation, such as a Park And Ride facility.

Thank you for your concern in this matter.

Sincerely yours,

Bertha Golan

*Bertha M Golan*

GARY P. MOSTERT  
SUPERINTENDENT  
EDWARD H. WRIGHT  
ASST. SUPERINTENDENT



312 WOLF ROAD  
LATHAM, NEW YORK 12110  
PHONE (518) 783-2750

MEMORANDUM

TO: Bob Mitchell, Director  
Engineering & Planning Services

FROM: Gary P. Mostert, Superintendent  
Latham Water District

DATE: February 27, 1989

SUBJECT: Draft - Generic Environmental Impact Statement  
Boght-Columbia Street

*[Handwritten signature]*

6661 87 888  
FEB 28 1989

The Latham Water District has reviewed the above and has several items to be corrected:

1. Page 17-Paragraph 3

Reference made to replace existing tank should read,  
"An additional standpipe with minimum of 1.0 MG will  
be necessary."

2. Page II-84- 4. Water:

The factor of two (2) is based on actual demand, not computed demand

3. Page II-85- c. Storage

Reference made to replace existing tank should read,  
"An additional standpipe with minimum of 1.0 MG will be necessary."

4. Page II-91- Math Error

$$506,248 \times 3.35 = 1,695,930$$

5. Page II-93- Math Error

$$506,248 \times 3.35 = 1,695,930$$

If there are any questions, please call.

GPM:dak

CC: Larry Woods

FEB 27 1989  
12:12 PM

February 24, 1989

Mr. Robert Mitchell  
Colonie Town Planning Board  
Memorial Town Hall  
Newtonville, NY 12128

Dear Bob:

I am writing to express my comments (and those of my wife) regarding the public hearing that is to take place on the generic impact study for the Boght area. We will be on vacation when the hearing takes place so please enter our comments in the record at the meeting. We reviewed the report at the library.

Our comments are directed solely at the recommended decisions regarding the traffic problems at the intersection of Haswell Road, Boght Road and Elm Street.

We have lived at that intersection since 1961 and have over those years observed the increase in traffic and the accelerated rate at which accidents have occurred. We have seen the horrible results, have called the police and ambulance, and have literally, on occasion, even mopped up the blood.

The report concludes that the rate of accidents occurring (of a particular type by State D.O.T. definition) does not justify any additional traffic controls beyond the existing stop signs on Haswell Road going East and on Elm Street going West.

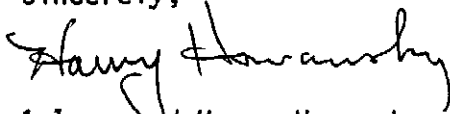
The report further suggests that clearing sight obstruction is the real need. We are not transportation and traffic experts, but our "on-the-scene" experience tells us that those recommendations are not sufficient to improve or lower the accident rate at that corner. Drivers violating the stop signs cause most of the accidents. But the accident severity is greatly increased by the drivers exceeding the speed limit while traveling North and South through the intersection. We strongly feel that when traffic control is finally implemented, it must cause a reduced speed while approaching the intersection. Our personal opinion is that a full traffic control signal will do that but it is according to the report not warranted. We do not feel that a flashing caution will accomplish an improvement because most of the accidents occurring there involve local people who grow accustomed to the situation and will ignore it. We also

Mr. Robert Mitchell  
February 24, 1989  
Page 2

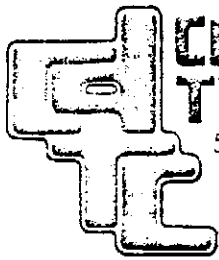
feel that laying blame in such an accident is difficult and often the real offender is not punished.

In our opinion, that is not however true in relationship to violating a stop sign. We would recommend a four-way stop for the intersection. This we believe would get greater respect by drivers and even if an accident occurred because a driver violated a full stop, chances are that driver slowed down considerably in approaching the intersection. The slow down itself will cause less severe damage to humans and equipment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Harry Howansky". The signature is written in dark ink and is positioned above the printed name.

Arlene and Harry Howansky



# CAPITAL DISTRICT

## TRANSPORTATION COMMITTEE

5 COMPUTER DRIVE WEST

ALBANY, N.Y. 12205

518-458-2161

March 13, 1989

RECEIVED  
MAR 13 1989  
ENGINEERING &  
PLANNING

Mr. Robert Mitchell, Director  
Engineering & Planning  
Town of Colonie  
272 Maxwell Road  
Latham, New York 12110

Re: Boght Area Draft Generic Environmental Impact Statement

Dear Bob:

As an interested SEQR agency, the CDTC staff has reviewed the traffic element of the draft GEIS for the Boght area and offers the following comments for possible discussion with the consultant for the study. It appears that the estimated growth in "background" traffic levels on the major highway (Route 9) through the Boght area is somewhat low in view of the fact that Route 9 traffic is heavily influenced by through traffic and in view of continuing growth in commuting between Saratoga and Albany counties.

1. The use of a higher background growth rate is supported by a review of traffic counts compiled by CHA and the NYSDOT (attached). Between 1978 and 1988 average daily traffic on Route 9 increased by 3.2 percent; and in the period 1978-83 prior to completion of new Route 7, growth averaged over 4.0 percent annually. It should be noted that very little development occurred in the Boght area during this time.
2. The significant pressure for new development in southern Saratoga County together with likely Northway congestion (LOS E expected within the planning horizon for the GEIS if current growth continues) points to continuation of current 3-4 percent traffic growth on Route 9 short-term and at least 2 percent long-term without significant Boght development.



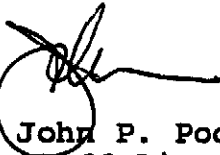
Mr. Robert Mitchell

Page 2

3. To account for variability and uncertainty in long-term background traffic growth rates, we suggest that a range in growth rates be used. One way to do this would be to test the sensitivity of highway improvements proposed under the GEIS to determine the adequacy of proposed improvements to support higher thru-traffic originating in or destined for areas to the north of the GEIS study area.

If you wish, we would be pleased to discuss these comments with you at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "John P. Poorman", is written over a circular stamp or seal.

John P. Poorman  
Staff Director

Enc

ROUTE NUMBER	END MILE POINT	COUNT LOC REFERENCE MARKER	SECTION LENGTH	SECTION ENDS AT	LATEST COUNT			-----PREVIOUS COUNTS-----			LATEST GROWTH RATE (% / YR)	
					EST DH	EST AADT	YR	EST AADT	YR	EST AADT		YR
COUNTY 4 RENSSELAER												
9	0710591	9	0.37	REGION 1 JCT RT 150	840	14000	88	12700	82	11200	79	2.5
9	0710842	9	0.51	ACC RT 901	1100	18200	88	16900	85	13400	80	7.6
9	0710777	9	1.35	MILLER RD CONN TO 901	690	11500	87	11200	85	10000	84	1.3
9	0710875	9	0.98	CR 58 HAYES RD	780	12600	87	12200	88	15300	85	3.2
9	0710960	9	0.85	RT 4 E GREENBUSH	990	16500	87	13800	83	13300	80	4.6
9	0711153	9	1.95	CR 58 HAMPTON MANOR	930	15500	86	15000	83	13700	81	1.1
9	0711232	9	0.77	RENSSELAER S CITY LN	1200	19900	88	17700	85	16100	80	12.4
9	0720002	9	0.02	RT 9J	1110	18400	88	15400	81	20000	74	3.8
9	0720065	9	0.63	WASHINGTON ST	1190	19900	88	17200	83	19000	81	5.2
9	0720080	9	0.25	ACC FROM RT 43	1170	19500	88	17200	80	18100	80	2.2
9	0720133	9	0.43	ALBANY CO LN	1900	32100	88	25700	83	23200	82	8.3
COUNTY 1 ALBANY												
9	0810008	9	0.08	REGION 1 END 20 OLAP	1900	32100	86	25700	83	23200	82	8.3
9	0810038	9	0.28	ACC RT 7871 NBOUND	1410	23500	87	21200	86	8200	84	10.8
9	0810083	9	0.25	ACC RT 7871	730	12200	86	10300	81	7200	78	3.6
9	0810119	9	0.56	BROADWAY	950	15800	88	14000	85	5750	78	12.8
9	0810128	9	0.07	RT 32	410	6850	88	10100	78	10400	75	-4.0
9	0810189	9	0.63	RT 9W	450	7550	85	6100	81	7400	78	5.9
9	0810200	9	0.11	NORTHERN BLVD	510	8250	81	8600	78	8450	78	-1.3
9	0810262	9	0.82	CONN TO 901 (NB & SB)	890	16600	88	17200	85	16800	82	-3.4
9	0810337	9	0.75	RT 377 CONN FROM 901 N	260	4300	87	5050	85	4550	84	-7.4
9	0810382	9	0.45	ALBANY N CITY LN	890	14900	88	14900	82	15000	79	0.0
9	0820108	9	1.06	CRUMITIE RD	840	15600	87	15400	81	13600	78	0.2
9	0820180	9	0.54	RT 378	930	15000	81	15000	78	13000	76	0.0
9	0820304	9	1.44	MAXWELL RD	1040	17300	83	20000	78	21600	78	-2.7
9	0820381	9	0.87	RT 155	1300	21900	88	23400	85	22200	84	-6.4
9	0820470	9	0.78	RT 2 LATHAM	1380	23100	88	24200	85	23500	84	-4.5
9	0820542	9	0.72	ACC RT 871 NBOUND	1280	21300	87	20000	88	23800	81	6.5
9	0820573	9	0.31	JCT RT 9R ACC 7A & 871	1600	26800	88	23300	82	20700	79	3.5
9	0820728	9	1.56	JCT RT 9R NORTH	1090	18100	86	8800	85	13300	81	105.6
9	0821013	9	2.84	SARATOGA CO LN	770	12800	83	13100	82	11300	79	-2.2
COUNTY 5 SARATOGA												
9	0910108	9	1.06	REGION 1 RT 236	900	14900	84	12800	79	14500	75	3.2
9	0910350	9	2.44	RT 146 CLIFTON PK	720	12000	88	10700	84	12200	83	6.0
9	0910862	9	3.12	USHERS RD 911T	660	11000	87	9850	88	10100	85	11.6
9	0910915	9	2.53	ROUND LAKE RD 911U	330	3950	86	5350	84	5250	81	-13.0

# BOGHT RD GEIS

TABLE II-G-3  
SUMMARY OF TRAFFIC VOLUME PROJECTIONS

LINK	Daily Traffic Volume			Annualized Traffic Growth		
	1988	1999	2009	1988-1999	1999-2009	1988-2
<u>Route 9</u>						
Fonda Rd. to Boght Rd.	14450	17700	28800	1.8%	5.0%	3.3%
Boght Rd. to Dunsbach Ferry Rd.	18350	22950	30850	2.1%	3.0%	2.5%
Dunsbach Ferry Rd. to Columbia St.	20650	31700	39350	4.0%	2.2%	3.1%
Columbia St. to Sparrowbush Rd.	26600	37200	46150	3.1%	2.2%	2.7%
<u>Route 9R</u>						
Rt. 9R to Johnson Rd.	12800	18800	22550	3.6%	1.8%	2.7%
Johnson Rd. to Baker Ave.	10400	14250	17350	2.9%	2.0%	2.5%
Baker Ave. to Vliet St.	5900	9100	13250	4.0%	3.8%	3.9%
Vliet St. to Manor Ave.	4850	7450	10300	4.0%	3.3%	3.7%
Manor Ave. to Rt. 9	3950	6200	8950	4.2%	3.7%	4.0%
<u>Johnson Rd.</u>						
Columbia St. to Boght Rd.	5750	10100	10200	5.3%	0.1%	2.8%
<u>Old Loudon Rd.</u>						
Cobbee Rd. to Columbia St.	5500	8650	10600	4.2%	2.1%	3.2%
Columbia St. to Rt. 9	2250	4300	8200	6.1%	6.7%	6.3%
<u>Miller Rd.</u>						
Haswell Rd. to Johnson Rd.	2500	6100	7950	8.4%	2.7%	5.7%
<u>Swatling Rd.</u>						
Rt. 2 to Haswell Rd.	3600	7650	11050	7.1%	3.7%	5.5%

- o Old Loudon Road and Latham Ridge Road
- o Old Loudon road on Cobbee Road -
- o Miller Road and Latham Ridge Road

Total installation cost is one hundred eighty thousand (180,000) dollars. To construct these improvements it is estimated that fifteen (15) acres of R.O.W. will need to be acquired.

The total approximate construction costs including R.O.W. costs, for the measures required to address the additional 1999 projected highway deficiencies is five million three hundred thousand (5,300,000) dollars.

As noted previously, eighty percent (80%) of the projected traffic growth is attributable to the development anticipated within the limits of the study area, and twenty percent (20%) to other "background traffic growth." Assuming there is a direct relationship between traffic growth and mitigative costs throughout the study area, than only eighty percent (80%) of the total cost for the roadway improvements required for 1999, or four million two hundred fifty thousand (4,250,000) dollars is attributable to the anticipated development.

If actual development occurs at a different level or scale from the projected growth scenario transportation improvement costs will vary from those outlined above. To ensure that the estimate of improvement costs remain accurate and the improvements continue to be appropriate, building permits issued within the Boght Road-Columbia Street area should be monitored annually. Density, distribution and type of development (office, retail, residential) will have a large effect on the type and extent of improvements necessary.

March 9, 1989

Mr Peter Platt

Chairman

Town of Colonie Planning Board

272 Maxwell Road

Latham, NY 12210

MAR 14 1989

Re: Proposed Northbrook Estates Project and  
Draft Generic Environmental Impact Statement  
Boght Road - Columbia Street Area

Dear Mr Platt:

I have resided for the past 40 years at  
454 Baker Avenue (in the Boght Road Area off  
Vliet Street Extension in the Town of Colonie).

Recently, I have had the opportunity to review  
the proposed development of in excess of 100 homes  
known as the Northbrook Estates Project in my  
area. In addition, as a representative of  
and spokesman for the Boght Community  
Action Group, I have had the opportunity to  
review the Draft Generic Environmental Impact  
Statement Boght Road - Columbia Street Area  
(the "Report") prepared by Clough, Harbour  
& Associates Engineers & Planners. I have  
also attended a Town of Colonie Public

## Hearing on this Report.

At this time, I wish to bring to your attention Section II F Surface Water and Drainage pp 34-41 of the Report. As noted on page 3 Area 5, which encompasses my residence, contains 1.093 acres with "surface water & draining into a tributary with no major detention facilities." This unnamed tributary crosses my property and, where my driveway crosses the tributary, the tributary flows through a 3 foot diameter steel culvert approximately 20 feet in length.

Historically, during periods of a heavy thunderstorm and/or spring thaw, we have routinely experienced water flow which strains the capacity of the culvert. Occasionally (usual during a spring thaw), the culvert cannot accomodate water flow resulting in flooding of upstream lands, a 6 foot increase in water depth and overflow of the tributary onto my driveway and lawn. On one occasion, the water reached to within 20 feet of my residence.

Section II-F of the Report addresses the impact of increased stormwater flows

resulting from development plans in my area and details runoff under existing and proposed conditions. As derived from Exhibit II-F-2, peak 5 year storm drainage in Area 5 is projected to increase 4, assuming a 1999 buildout and 80.5% assuming a 2009 buildout.

I am concerned that as the Town considers a stormwater plan for Area 5, it strive to limit peak surface drainage flow in Area 5 to current levels or below. Further, it is critical for the Town to implement improvements both necessary and critical in the lower reach of the drainage area in order for such area to accommodate potential increased drainage. Although various stormwater management techniques can be applied, including those aimed at water detention with upstream conveyance facilities as well as certain recharge techniques, I am firmly convinced because of my experience over the years that the existing culvert through which this drainage must pass at best is barely adequate.

It is critical for the Town to accurately assess proposed surface drainage in order to assure me that any Town approved upstream development and/or upstream stormwater

management techniques will not result in water flow which cannot be handled by the existing 3 foot diameter culvert. Otherwise, the Town must agree that, as part of any approved upstream development and/or implementation of any upstream storm water management techniques, it include in Town plans a replace of the existing culvert with a larger capacity culvert or culverts.

Since the replacement of the existing culvert with that of a larger capacity requires the Town to have access to private property, I can assure you that I will cooperate with the Town in every reasonable way in order to accomplish the desired result. Should the Town deem the existing culvert adequate, I insist that at any time in the future during or after completion of Town approved upstream development, the Town be held responsible if the existing culvert proves to be inadequate to handle future actual drainage. Further, the Town will at its expense take appropriate action at such time and make necessary remedies to ensure that the culvert is replaced with that of suitable size so that flooding on my property will not occur.



Obviously, I prefer that the culvert be replaced now in advance of planned develop rather than in the future, as a reaction flooded conditions and damage to my property and possibly my residence. As stated on page F-II-38 of the Report:

"... localized impacts to existing stormwater conveyance facilities, such as upgrading existing drainage culverts and channels to alleviate the inundation of roadways and adjacent land within the study should be addressed on a project-by-project basis."

The report goes on to state that, in order to create and execute an effective regional storm management plan, the Town should,

"... protect upstream and downstream land from increasing potential for periodic excessive flooding..." p F-II-38

Finally, the Report concludes on p F-II-39

"In addition to an increased potential for flooding, the increase stormwater runoff due to development of the study area impacts the financial responsibility

of the Town of Colonie."

I trust that the Town will give serious consideration to the topic of surface drainage and to the replacement of the existing culvert on my property with that of a larger capacity. If you have any questions, please don't hesitate to contact me at 785-0580.

Sincerely  
Carmend Martin

WILBUR  
SMITH  
ASSOCIATES  
BTML DIVISION  
CONSULTING ENGINEERS

25 KRAFT AVENUE • ALBANY, NY • 12205 • (518) 482-8947

March 9, 1989

MAILED  
MAR 9 1989  
FBI - ALBANY

Mr. Robert Mitchell  
Town of Colonie  
Engineering and Planning Services Department  
272 Maxwell Road  
Latham, NY 12210

SUBJECT: Draft Generic Environmental Impact Statement  
Boght Road - Columbia Street Area -  
Riverfield Estates Project Number 196640

Dear Mr. Mitchell:

In accordance with the comment provisions of the subject Draft Generic Environmental Impact Statement we submit the following:

1) Surface Water and Drainage

While the discussion of Area 1 (p. II-35) recognizes the existence of the City of Watervliet's dam located in the Dry Creek, it does not recognize the capacity of this 74.5 foot high by 475 foot (crest) wide dam. The 1988 Estimated Cost of Drainage improvements required for the development of Area 1 does not show a value for this major drainage structure. As this existing dam may provide all of the detention needed for Area 1 and its maintenance is the responsibility of the City of Watervliet, the Estimated Cost should be adjusted accordingly.

2) Transportation/Economics

The Transportation section of the report includes estimates for costs of required improvements to sections of and intersections on State Routes 9, 9R, and 2. The cost of these improvements total \$7,210,000 or approximately 59% of the \$12,200,000 estimated costs for all recommended improvements. The report (p. II-63) assigns 80% of these improvement costs to new development.

The Economic section of the report (p. II-131) states that funding sources such as state aid or grants were not calculated as it is difficult to estimate what would be available. An equitable estimate of state involvement would be the costs of improvements made to state-owned facilities.

Mr. Robert Mitchell  
March 9, 1989  
Page 2

The assumption of no state aid gives no consideration for the state taxes, especially motor fuel which the development of the subject area will generate. This, in effect, will make the new residents pay twice for the same improvements.

3) Fiscal Impact Analysis

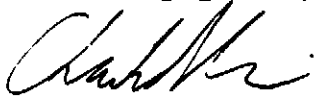
Appendix 4 (p. 24) shows the Assumed 1989 value of new residential construction at \$125,000/unit.

Using the total non-residential Market Value of \$47,067,966 (p. 24, Appendix 4) and the additional 1,437,480 square foot of non-residential building space projected for 1999 (Table II-B-1, p. II-8), the Assumed 1989 value of new non-residential construction is \$32.74/square foot.

On a comparison basis, the unit cost of new residential construction would yield \$62.50/square foot for a 2,000 square foot home. A residential square foot value equal to the non-residential value would provide a 3,818 square foot home for the Assumed 1989 \$125,000/unit value. There appears to be an inconsistency in the development of Market Values for Commercial vs. Residential construction in the fiscal impact analysis as presented.

Underestimating Market Value results in underestimating tax receipts which causes an overestimation of funding shortfalls. As these funds will have to be made up by development contributions, consistent accurate estimates are vital.

Very truly yours,



Charles V. Slavis, P.E.  
Associate-in-Charge

CVS:ebg/26.1

cc: J. Morrell  
E. C. Boni



## Warren E. Cook

1000 LOUDON RD. (LATHAM) • BOX ROUTE 9 IN LATHAM  
MAILING ADDRESS: RD 1 • COHOES, NEW YORK 12047 • (518) 785-7794

FRI, 3/3/89

MARTEY PLATT  
c/o COLONIC ZONING/PLANNING  
MEMORIAL TOWN HALL  
NEWTONVILLE, N.Y.



DEAR MR. PLATT,

MANY THANKS FOR YOUR INTEREST AND DILIGENCE  
AT THE BOENT INFORMATIONAL MEETING LAST EVENING.

WE HAVE TWO REQUESTS:

1. SINCE WE HAD HEARD - THROUGH "THE GRAPEVINE"  
THAT A "SECRET" MEETING WAS TO BE HELD ON MAR. 2<sup>ND</sup>,  
WE ATTEMPTED TO OBTAIN VERIFICATION - AT TOWN HALL  
THAT AFTERNOON -

A - THERE WAS NO NOTICE ON THE BULLETIN  
BOARD.

B - THE RECEPTIONIST TOLD US THAT, - "THERE  
IS NO MEETING SCHEDULED TONIGHT"

C - TWO SECRETARIES, - AND THEIR TWO DEPART.  
MENT HEADS DENIED KNOWLEDGE OF ANY  
MEETING'S - BUT, ASKED THAT WE RETURN  
AND ADVISE THEM IF WE LEARN THAT  
THERE IS TO BE A MEETING.

D - THE JANITOR ON DUTY DENIED KNOWLEDGE  
OF ANY SCHEDULED MEETING

E - ON OUR WAY OUT, - WE WERE OVERTAKEN  
BY ANOTHER PERSON - WHO HAD OVERHEARD  
OUR VARIOUS INQUIRIES. THIS PERSON  
CONFIRMED THAT THERE WAS - IN FACT -  
A MEETING SCHEDULED.

F - BOTH YOU & KEVIN D. L. ADVANCED THAT  
THE TIMES UNION "RAN A NOTICE" LA.

MONTH ABOUT A MEETING. NOW, IT'S  
FACT, THE TIMES UNION WILL GIVE GOOD  
COVERAGE TO MURDER, RAPE, VANDALISM  
AND ERRANT POLICEMEN IN COLONIE  
BUT, UNLESS THE STORY INCLUDES WOLF  
ROAD, - IT'S BURIED. THEY ARE BASED  
IN COLONIE, BUT PREFER TO GIVE FULL  
COVERAGE TO THE HILL TOWNS, GUILDER  
LAND AND OTHER OUTLYING AREAS. WHEN  
THEY SOMETIMES ACKNOWLEDGE THE TOWN  
OF COLONIE, THEY IGNORE LATHAM, -  
IT SEEMS - HAVE NEVER HEARD OF "BOGT"  
G. - THE PROVINCIAL RESIDENTS OF "BOGT"  
BELONG TO ST. MARY'S PARISH, RECEIVE  
THEIR MAIL FROM COHOES, AND READ  
ALL ABOUT CLUM'S CORNERS, HOOSICK  
FALLS AND PETERSBURGH IN THE  
TROY PAPER. THE RECORD HAS NEVER  
HEARD ABOUT LATHAM - OR THE BOG.  
EITHER.

2. THE PROFESSIONAL ENGINEERING FIRM  
DID A FINE JOB OUTLINING THEIR PROPOSALS - FROM  
SEWERS, - SEPTOOLS, - UTILITIES, - ETC., - TO TRAFFIC.  
THEY DID NOT GIVE ANY RATIONALE FOR THEIR PROPOSAL  
TO BUILD ANOTHER ROAD TO COHOES. WHY IS THIS  
NEEDED? - AND, IF NEEDED, WHY DOES IT CROSS  
ROUTE 9? - AND, INTERSECT WITH DUNSTON  
FERRY ROAD?

AGAIN, THANK YOU FOR YOUR PATIENCE  
AND CONCERN; - YOU RUN A FINE MEETING

James Tenny

Warren E. Cook

BOGHT COMMUNITY ACTION GROUP  
SECRETARY  
John A. Tribble  
21 West Skyview Drive  
Cohoes, NY 12047

March 12, 1989

Robert Mitchell  
Engineering and Planning Services  
TOWN OF COLONIE  
272 Maxwell Road  
Latham, New York 12210



Dear Mr. Mitchell,

During the past month the membership of the Boght Community Action Group, a neighborhood association in the center of the Boght Road - Columbia Street D.G.E.I.S., has been discussing the merits of the Clough Harbour report. Members have been asked to write to you individually, while I have been asked to draw together a loose consensus. I should note that as recently as March 10th, I was contacted by residents of the area who had just become aware of the report and the possible implication for their lives. In light of uneven communication this letter should be interpreted as my impressions of consensus.

#### The Accuracy of the Predicted Impacts

Most members are not enthusiastic about the predicted impacts, but they do not substantially contest their accuracy. There were are few areas where the weaknesses of the methodology probably lead to an understatement of the impacts:

(1) The methodology attempts to freeze in time the current status and analyze from the perspective of the forecasted developments what impacts those changes will have. That frozen moment in time (the present) is actually in continuous motion. Therefore, the forecasted use of Route 9 assumes no further development in Clifton Park, the use of Boght Road and 9R assume no further development in Cohoes, etc (See II-66). The projections in the study should only be used as estimates of the marginal impact of development in the study area, not as forecasts for the actual use of facilities. Note that the forecasted use of Route 87 for the year 2000 was 60,000 cars per day. That fact that we have reached that volume in 1989 is a reflection that the forecast was established without considering outside environmental factors. The traffic forecasts in the Clough Harbour report are subject to the same criticism. This criticism becomes consequential when considering possible mitigations. The mitigation strategies are targeted at a forecasted use, which is only the marginal impact, not the actually projected use.

(2) The study does not include the second ten year impact on the education system. Given the relatively large impact on the educational system in the first ten years, its omission in the second ten years is a significant weakness. If residential construction has the impact of attracting young families, then the impact in the second ten years could be larger than in the first ten years.

(3) The study mentions the habitat for wildlife, but the impact analysis only considers the destruction of habitat for endangered species. The study does not address the destruction of habitat for the variety of wildlife indigenous to the area. Nor does the study attempt to place any value on the destruction of that habitat.

(4) The total cost of mitigation strategies is somewhat unclear. The total cost of mitigation in Table II-M-3 of \$1.5 million does not tie out with per unit costs in Table II-M-4 (See attached Table). These differences are due in part to the omission of Additional Police Personnel and the Other Educational Costs in Table II-M-4. However, there is still \$2 million unaccounted for, which could be due to the underestimation of the per unit costs.

#### Evaluation of Suggested Mitigations

The report suggests a number of strategies for mitigations to the impact of development. Residents of the area have a variety of reactions to these proposed mitigations:

(1) The widening of route 9 should only be considered in light of a larger Capital District transportation plan. The study did not suggest the possible alternatives of widening Route 87 or the building of additional north south routes. Alternatives which would encourage the use of Route 87 are much more palatable.

(2) Although potential strategies for mitigation have been identified for the marginal development of the area the funding of these mitigation strategies is not at all clear. Given the uncertainty associated with funding it is likely that development in the study area is likely to increase the tax load on the Town. The Town Board should give serious consideration to rezoning portions of the study area. Exhibit II-D-2 identifies areas with high potential wildlife habitat. Development strategies which would minimize the disturbance to these habitats should be emphasized. Consideration of rezoning these areas for reduced density development would not only reduce the impact of overall development, but it would also provide a greater protection for animal habitat.



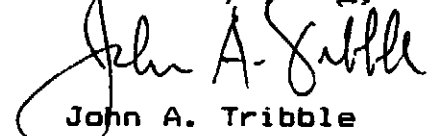
(3) The building of the Vliet Street extension has the potential to utilize developed as well as undeveloped land. Care should be taken in planning the actual location of the extension to minimize the utilization of developed land.

Suggestions to the Planning Board and the Town Board

Overall, the Clough Harbour report presents an opportunity to plan orderly development of the North Colonie community. Now, that the EIS process is near completion the Planning Board may be anxious to move ahead with the proposals that have been backlogged for the past 9 months. The only tool that the Planning Board has available to implement the proposed mitigations is the "negotiated development improvements." Given the extent of the potential impacts it is likely that this tool by itself will be inadequate. Therefore, it is recommended that the Town Board consider the following:

- (1) Rezoning some of the lands in the study area to assure a reduced level of growth.
- (2) Rezoning some of the commercial lands to limit their use to office use only and restricting the additional development of retail activities.
- (3) Anticipating either a change in the State Law or legal rulings, the Town should begin to prepare legislation for impact fees. The Town should also begin to lobby the State Legislature for a change in State Law which would assure the legality of the use of such fees.
- (4) The Town will have to play an active role with DOT to assure that proposed mitigations along state highways will receive an expedited priority. We must not be caught in a situation with developments completed and a wait of two or three years for improvements in state highways.
- (5) Recognizing that much of the areas problems stem not from internal development, but instead from North South through traffic, the Town should begin to work closely with DOT and Capital District Transportation Commission to develop long term plans for the resolution of the areas transportation difficulties.

Sincerely yours,

  
John A. Tribble  
Secretary, BCAG

SOURCE	Planning Period 1989-1999				†	Planning Period 1999-2009			
	RESIDENTIAL		COMMERCIAL			RESIDENTIAL		COMMERCIAL	
	PER UNIT	PER ACRE	PER 100 SQ FT	PER ACRE		PER UNIT	PER ACRE	PER 100 SQ FT	PER ACRE
II-8,II-12 Growth	2,500	1,271	1,437,480	132	†	1,250	585	1,437,480	132
	dwellings	acres	sq ft	acres	†	dwellings	acres	sq ft	acres
TABLE II-N-4 p II-131									
Solid Waste	\$50		\$ .06		†	\$50		\$ .06	
Schools	\$7,600				†				
Water	\$1,125		\$ .39		†	\$1,059		\$ .39	
Sewer					†	\$165		\$ .06	
Transportation	\$756				†	\$1,518			
Weighted Average			\$1.64		†			\$2.96	
			\$1.65 office		†			\$3.52 office	
			\$2.50 retail		†			\$5.89 retail	
			\$.68 industrial		†			\$1.17 industrial	
			990000 office		†			665000 office	
			230000 retail		†			131000 retail	
			218000 industrial		†			425000 industrial	
			II-52		†			II-52	
Drainage					†				
Average weighted by acre		\$2,705		\$8,053	†	\$2,705		\$8,053	
2020		\$2,870 Area 1		\$5,740	†	\$2,870 Area 1		\$5,740 Area 1	
2152		\$3,780 Area 2		\$7,560	†	\$3,780 Area 2		\$7,560 Area 2	
1430		\$0 Area 3		\$13,400	†	\$0 Area 3		\$13,400 Area 3	
554		\$5,960 Area 4		\$11,920	†	\$5,960 Area 4		\$11,920 Area 4	
1093		\$2,170 Area 5		\$4,340	†	\$2,170 Area 5		\$4,340 Area 5	
Recreation	\$273				†	\$273			
GEIS		\$69		\$69	†		\$69		\$69
TOTAL/Unit	\$9,754	\$2,774	\$2.09	\$8,122	†	\$3,015	\$2,774	\$3.47	\$8,122
TOTAL/Unit Assuming					†				
1 2500/1271 units/acre	\$11,164		\$2.84		†	\$4,313		\$4.21	
1.97					†				
1 1427480/132 sqft/acre					†				
10814					†				
2 1250/585 units/acre					†				
2.14					†				
2 1437480/132 sqft/acre					†				
10890					†				
TOTAL COST	\$27,910,239		\$4,082,314		†	\$5,391,303		\$6,054,784	
TOTAL	\$43,438,640				†				

P.O. Box 386  
Latham, New York  
12110

March 13, 1989

To Whom it May Concern

I, Jane G. Kelly, residing  
at 1055 Landon Rd, R.D.#1, Box  
299 Cohoes New York 12047  
wish to file a disagreement  
against widening Route 9  
from Bight Rd to Rt from  
a four lane to six lanes.

I wish to be notified  
of any meeting held in this  
matter.

Jane G. Kelly

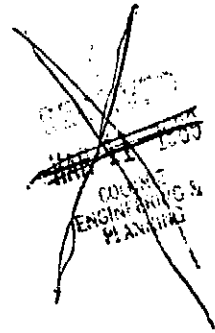
RECEIVED  
MAR 13 1989  
COLORADO  
ENGINEERING &  
PLANNING

Via Hand Delivery

March 13, 1989

Planning Board  
Town of Colonie  
272 Maxwell Road  
Latham, New York 12110

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING



re: Bought Area Draft GEIS

Gentlemen:

I am a property owner in the Bought Area. Upon my review of the referenced document, I have the following questions:

1. Curb Cuts: The study recommends limiting curb cuts along some roadways. How can the Town deny a property owner access to a roadway along the frontage of his property?
2. Storm Detention Maintenance: The study recommends ongoing payments to the Town for maintenance of storm water detention facilities constructed during the course of developing one's property. How can the Town justify assessing the original owner/developer, 5-10 years after development, for ongoing maintenance of these facilities? Fairness aside, is it practical to rely on revenue from someone who may not be associated with the locale?
3. Schools: The study recommends construction of additional schools. Is this recommendation based on a temporary "blip" in the number of school aged children? Schools have recently been closed in the Town. Alternative solutions should be thoroughly explored prior to assessing tax payers and/or property owners who wish to develop their land via impact fees, for school buildings that may stand empty in 10 years.
4. Impact Fees: How will the Town address the legality of impact fees assessed to property owners/developers, in light of current rulings by the New York State judiciary?  
In 1987, the Town changed the zoning in the R-2 districts increasing minimum lot sizes by 50%. please tell me how this "penalty" was taken into consideration or will be considered when new penalty or "impact fees" are levied?

Please respond in writing to the below address. Thankyou.

*Claude Charlebois*

Claude Charlebois  
18 Roosevelt Ave  
Glens Falls, NY 12801

March 13, 1989

Mr. Robert Mitchell  
Engineering and Planning Services  
Town of Colonie  
272 Maxwell Road  
Latham, N.Y. 12110

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING

Dear Mr. Mitchell,

I am writing to you to comment about the proposed widening of Route 9 from Columbia Street to Boght Road as described in the Boght Road GEIS. I live on that section of Route 9, and any widening of the road will make my house unlivable and significantly reduce the value of my property. My wife and I have lived there for over ten years and have worked hard to improve and upgrade our house, making it more livable and valuable. Any changes in the width of Route 9 will negate all of our work. In addition, we and most of our neighbors would lose almost all of the trees in our front yard, further reducing any screening from the increased traffic.

I have read through the entire document and am appalled at the callous disregard for the current residents in our part of the town. We rated approximately one line of consideration from the authors, to the effect that taking away our property would have a significant impact on those living there. Most of the people in our neighborhood have lived there longer than we have (many for 20-30 years), paying taxes all the while. You now propose to run roughshod over us and destroy our neighborhood for the sake of development. To add insult to injury, we all know that our taxes will increase to pay for all of the improvements needed, despite what was written in the report about the possibility of the developers funding them.

It seems to me that the Planning Board has its priorities reversed - your responsibility is to the current residents and taxpayers, not to the developers and future residents. Rather than approaching the problem from the viewpoint of letting development occur and then upgrading the infrastructure to meet the new needs, you ought to look at it from the opposite side - given the current infrastructure, state of development and likely financial resources available, how much development should be allowed? You should not expect current residents to bear the burden of increased traffic and noise virtually at their front door, having their property devalued, and then expect them to pay the bill through increased taxes. Note that I am not saying that development should be stopped, but that it should be controlled in a responsible fashion for the benefit of all. The current plan does not even come close to meeting this goal. I also question whether widening Route 9 will provide a long term solution to the traffic problem. As people in California have found out, once you improve a road more people tend to use it and the new road usually fills to capacity quickly. Usually, all you do is delay the problem for a few years, not solve it. One possible solution would be to improve public transportation in the area. With such a large concentration of businesses and homes in the area, it

could be a practical alternative, one which was given short shrift in the GEIS.

As I mentioned earlier, I took the time to read the entire GEIS, and I have found a number of errors, and inconsistencies that lead me to question the information in the rest of the document. For example, in the section about the terrains and soils in the Boght area, one map shows our house in an area with one grade, while a second map shows the grade being twice as steep. The section on historical sites refers to the Witbeck house on Route 9 at the Route 7 interchange. Obviously the authors never took the time to visit the site, because the house was removed when the interchange was built. Was this information just copied from the EIS for the interchange? If so, what other shortcuts were taken in preparing the Boght Road GEIS? These might seem like minor points, but such errors plant a seed of doubt in my mind and lead me to question the validity of the conclusions.

Finally, I want to complain about the way in which this planning is being done. Neither I nor any of my neighbors to whom I have spoken have ever received any notification from the Planning Board about any of the meetings concerning the Boght Road GEIS. I don't know whether you are legally bound to mail advance notices to the residents in the immediate area, but it would seem to me to be the correct way to do things considering the impact this plan will have on our lives.

Yours truly,



Jon A. Brander  
1042 New Loudon Rd.  
Cohoes, N.Y. 12047

BOGHT COMMUNITY ACTION GROUP  
32 Skyview Drive West  
Cohoes, New York 12047

January 30, 1988

Governor Mario Cuomo  
New York State Capital  
Albany, New York 12224

RECEIVED  
MAR 8 1988  
COLONIE  
ENGINEERING &  
PLANNING

Dear Governor Cuomo:

We are writing to you because we have lost all faith in the Department of Transportation to provide us with safe driving conditions on New York State Route 9, between Old Loudon Road (marker 009-1108-2060) to the Albany/Saratoga County Line (marker 009-1108-2110), in Albany County, Town of Colonie, New York.

We have twice requested DOT to lower the speed limit on this 4 mile state roadway from 55 mph to 45 mph. In each instance, DOT tells us that the roadway has been checked and the 55 mph speed limit appropriate. That 85% of the motorists are complying with the 55 mph speed limit and that the accident rate is equal to or lower than comparable roadways in the state with the same speed limit.

DOT refuses to recognize any need to lower the speed limit on this section of Route 9 and, as local homeowner residents, we have no other choice but to request your intervention on our behalf.

The issues are as follows:

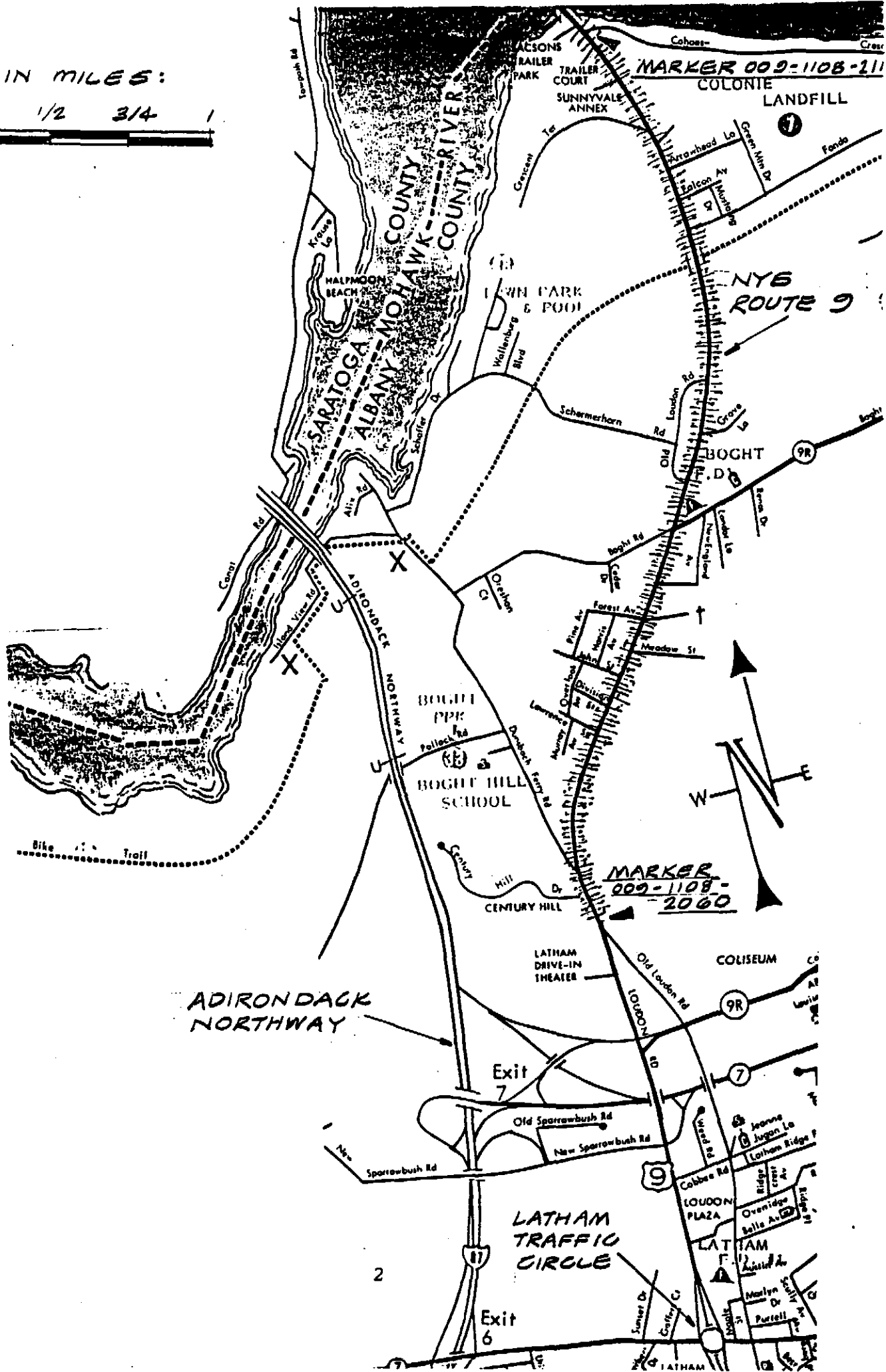
- a. The attached January 19, 1988 letter from the Department of Motor Vehicles confirms that the roadway is a "death trap!"

In a ten-year period 1976-86 there have been 459 accidents on the 4 mile stretch of roadway:

- \* 11 Fatality Accidents
- \* 314 Bodily Injury Accidents
- \* 134 Property Damage Accidents

DOT tells us not to worry, that this is typical for similar roadways in the state where the speed limit is also 55 mph!

SCALE IN MILES:







PATRICIA B. ADDUCI  
Commissioner

# STATE OF NEW YORK DEPARTMENT OF MOTOR VEHICLES

THE GOVERNOR NELSON A. ROCKEFELLER EMPIRE STATE PLAZA, ALBANY, NEW YORK 12228

January 19, 1988

Mrs. Dellarocca  
12 Lador Lane  
Cohoes, New York 12047

Dear Mrs. Dellarocca:

Thank you for your phone call of January 19, 1988 concerning accidents occurring on New York State Route 9, between Old Loudon Road (marker 009-1108-2060) to the Albany/Saratoga County Line (marker 009-1108-2110).

I have compiled the following table giving you accident counts between markers 009-1108-2060 through 009-1108-2110.

<u>YEAR</u>	<u>PROPERTY DAMAGE</u>	<u>INJURY</u>	<u>FATALS</u>
1976	16	33	0
1977	15	36	1
1978	17	21	0
1979	10	25	2
1980	11	28	1
1981	12	30	1
1982	9	43	1
1983	11	17	1
1984	10	26	1
1985	12	31	1
1986	12	24	2

If I can be of any other assistance to you, please contact me at (518) 474-0962.

Sincerely,

Robert W. Mele  
Head Statistics Clerk  
Accident Records Bureau

RWM:lg

a. Continued

The DMV statistics speak for themselves:

- \* Every year there are more than 45 accidents on the roadway -- about 4 accidents every month!
- \* Every year at least 1 person is killed!
- \* Every year more than 30 people are injured!
- \* Every year there are more than 13 property damage accidents!

DOT tells us not to worry, that the roadway is safe!

- b. See attached newspaper articles on the latest (December 20, 1987) crash where two teenagers were killed on the roadway.

While the lower speed limit may not have prevented this particular accident, something that could be said for any particular accident, it points out the fact that this particular roadway is indeed a DEATH TRAP! and for many, many people.

- c. See attached newspaper articles for our repeated attempts to have DOT lower the speed limit to 45 mph because, as local area residents, we KNOW THE ROADWAY IS DANGEROUS AND HAVE A CITIZEN RIGHT TO SAFE DRIVING CONDITIONS.
- d. DOT tells us that their investigations show that 85% of motorists using the roadway are travelling at 55 mph -- a standard used throughout the state -- proving that the 55 mph speed is appropriate.

Such a line of reasoning can only be considered logically inept and ludicrous! It can be shown that 85% of motorists will comply with any posted speed limit, even the 15 mph speed limit through barriers where bridgeway repairs are being made. There is little or no correlation between motorists compliance with posted speed limits and what the speed limit should or should not be from an objective viewpoint toward safe driving conditions.

In essence, DOT is saying that the 55 mph speed limit is appropriate because only 15% of the motorists tolerate more than 11 accidents per mile annually as safe driving conditions. That this is no different than other similar highways in the state and therefore acceptable.

# Area accidents take a heavy toll



DEVASTATION: Rescuers stand by with little to do but survey the wreckage in the aftermath of a five-car accident that killed two people and injured a number of others Saturday on Route 9. (Photo by Mike McMahon)

## Colonie wreck kills two

By ILENE WEINSTEIN  
Staff Reporter

**LATHAM** — Bits of clothing and glass lay scattered on Route 9 between Bought Corners and Crescent Road, the remnants of a five-car pile-up Saturday afternoon that resulted in the death of two area teens.

Darkness was descending and snow flurries were just beginning to fall as Adrian Bariteau drove his grandfather's 1987 grey Plymouth Reliant station wagon south along Route 9. His vehicle crossed over into the northbound lane and clipped one car in the rear. It then struck a brown Ford Pinto and started a chain reaction.

The Plymouth became airborne for a short time after it collided with a gold Dodge Charger. It then flipped, sliding along the highway on its roof, and struck a 1972 maroon Lincoln. It finally came to rest in the northbound lane.

# Teens die...

Continued from Page A-1

Members of the Colonie Police Department, Loudonville State Police and several area fire companies kept the stretch of road closed to traffic for more than two hours while they treated the injured and sorted out the pieces of the crash.

Among the injured were Holly Fortin, 16, of 325 Parkview Drive, Guilderland, and E.J. Sullivan, no age available, of Country Knolls, Clifton Park, both passengers in Bariteau's vehicle. Fortin is listed in serious condition at Ellis Hospital, Schenectady, and Sullivan is listed in guarded condition at Albany Memorial Hospital.

The driver of the Dodge Charger, Raymond Lovely, 25, of Schaghticoke, and the driver of

Bariteau, 16, of 18 Hillcrest Drive, Ballston Lake, and one of his passengers, Michael Bechand, 15, of 102 Vosburgh Ave., Mechanicville, died in the emergency room of Albany Medical Center Hospital at approximately 4:45 p.m., said a hospital spokeswoman. Autopsies are scheduled to be performed by Albany County Coroner Timothy Cavanaugh.

William Jones, assistant chief of the Boght Community Fire Department, was the first to arrive at the scene. He found the grey Plymouth overturned and on fire. Three passengers were trapped inside.

He was able to douse the engine's flames in about two minutes with a fire extinguisher from his truck.

Police still don't know what caused Bariteau's car to cross over the lanes, said Colonie Police Sgt. Michael Geraci. The investi-

Continued on Page A-3

the Lincoln, Rich Kuczynski, 31, of 110 Hudson Ave., Cohoes, also were taken to Albany Memorial Hospital but no information was available on their condition Saturday night.

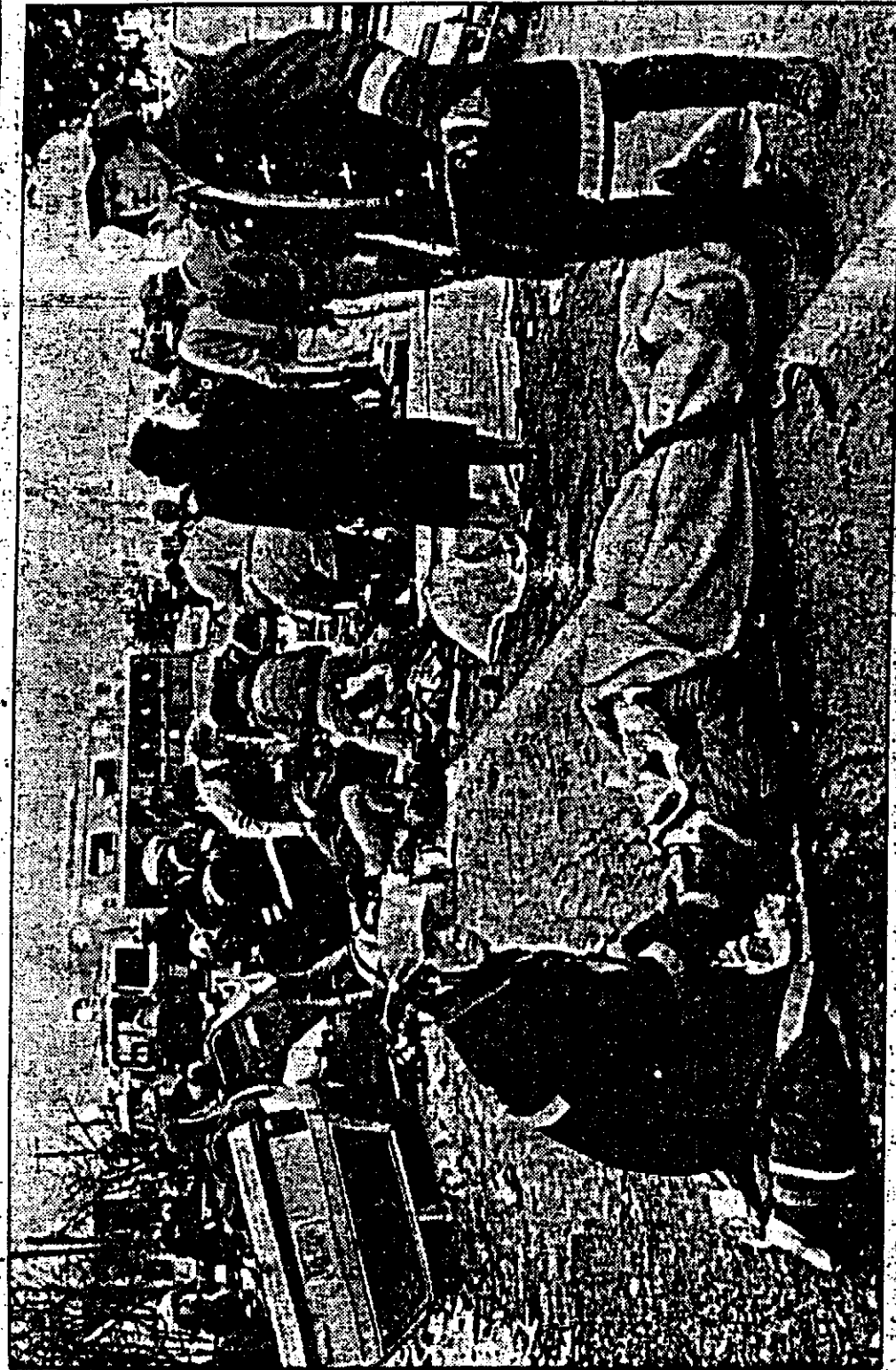
Donald MacAuley, of 13 Dusenberry Road, Troy, the operator of the first vehicle struck by Bariteau's, and his two passengers were uninjured.

Kathi Bissell, 23, of 5 Schermerhorn Road, Cohoes, was a passenger in the Pinto driven by her 24-year-old brother, William. She received a few cuts and he escaped injury.

"My brother swerved out of the way before we were hit even worse," said Kathi Bissell, who witnessed most of the accident.

She said she saw the Plymouth fly over one car and crash into another before stopping. She did not know why the Plymouth crossed the lanes but said the road was not wet or slippery.

"These kids are really lucky and they know it," said Bissell's mother, Bev, who was called to the area by police. "This is a bad area. It's very dangerous and there are no lights. I'm always afraid of what could happen."



United Press International

**AT THE SCENE** — Rescue workers help people injured in a traffic accident Saturday on Route 9 near Boght Corners.

## 2 teens killed, 2 hurt in Colonie crash

**COLONIE** — Two Saratoga County youths died Saturday afternoon, and two companions were hospitalized after a car carrying them crossed into oncoming traffic on Route 9 and struck several cars, police said.

In addition to the Colonie crash, five people were killed in four separate accidents elsewhere in the Capital District late Friday and early

Saturday morning.  
The Colonie accident, which occurred at 1:30 p.m. just north of Boght Corners, apparently was caused by driver error, said Sgt. Michael Teraci of Colonie Police Department's traffic safety division, which is investigating the crash.  
Killed were Adrian Barjeau, 16, of 18 Hillcrest Drive, Ballston Lake, the driver of the car, and

Michael Bechand, 15, of Mechanicville, a rear seat passenger. They were pronounced dead at 1:20 p.m. at Albany Medical Center Hospital.  
Holly Fortin, 16, of Parkview Drive, Schenectady, was in serious condition Saturday night at Ellis Hospital in Schenectady. Fortin, Barjeau's sister, was injured in the crash.  
See ACCIDENTS / C-12

# ACCIDENTS

Continued from C-1

girlfriend, was sitting in the front passenger seat during the crash.

A fourth passenger, 17-year-old E.J. Sullivan of Clifton Park, was in guarded condition in Albany Memorial Hospital Saturday night. Two passengers in a car that was struck suffered minor injuries, said Teraci.

The car, borrowed from Bariteau's grandfather, was headed south and became airborne after striking two cars, flipped over and struck at least one more car as it slid on its roof, said Teraci. A fourth car was also was struck but the sequence of the impacts was not clear, said Teraci.

"We have to talk again with the people involved. Everything was confused at the scene," Teraci said. Traffic was snarled near the site while cars were detoured from the accident scene. Police closed the road for nearly five hours.

In Rotterdam, two men were killed Saturday when their car skidded about 85 feet on its roof before coming to rest, town police said.

Wayne S. Taylor, 30, of 946 Curry Road, Rotterdam, and James W. Blesser, 23, of Esperance, Schoharie County, were killed when their car went out of control shortly before 5 a.m. Saturday on Route 55 near Old Crawford Road.

Police said the car, which was eastbound, skidded about 250 feet and then overturned and continued another 15 feet on its roof before coming to rest. Police said both men were thrown from the car.

Taylor was pronounced dead on arrival at Ellis Hospital in Schenectady. Police said Blesser died about 9:15 a.m. Saturday while in surgery.

Police said they are not sure which of the men was driving and the cause of the crash remains under investigation. No other vehicles were involved.

In Schodack, a 35-year-old East Greenbush man died early Saturday when his car went off Schodack Valley Road (State Route 150), over an embankment and landed upside down in the Moordener Kill.

Schodack police said Dennis A. Kurick of Woodlawn Avenue, East Greenbush, was pronounced dead at the scene shortly after the 220 a.m. crash. The cause is still under investigation pending an autopsy, police said.

In Schaghticoke, Rensselaer County sheriff's deputies said a 15-year-old boy was killed Friday night and another youth was injured when the all-terrain vehicle they were riding collided with a car.

Deputies said Thomas R. Bulmer of Building 9, Corliss Park Apartments, Troy, died shortly after the 7:15 p.m. accident on New Turnpike Road and Pinehurst Street.

Jason Russell, 15, of Second Avenue,

Troy, was taken to St. Mary's Hospital in Troy and transferred to Albany Medical. A spokesman there said the youth was listed in fair condition Saturday afternoon with an injury to his left leg.

Police said the injured youth was the operator of the vehicle and Bulmer was a passenger.

Police said the youths were traveling south when they collided with a car driven by Kenneth M. Green, 70, of 11 Grant St., Coboes. Green was not reported injured and no charges were filed. Police said the cause of the accident remains under investigation.

In East Greenbush, a 28-year-old Rensselaer woman was killed Friday afternoon when struck by a car while trying to cross Columbia Turnpike.

Police said Paula Brown of Aiken Avenue died at Albany Medical about two hours after the 4:40 p.m. accident, which occurred on Columbia Turnpike between Catskill Avenue and East Riverview Terrace.

Brown was struck by a car driven by Thomas Spierto of Niverville, police said. Spierto was not charged and the incident remains under investigation, police said.

- e. By refusing to recognize any need to lower the speed limit from 55 mph to 45 mph on this section of Route 9, DOT is saying that the roadway is similar and comparable to 55 mph interstate highways with broad median dividing strips and limited access.

DOT is unable to see that Route 9 does not have a broad median diving strip or limited access ramps and interchanges. Instead, it is a considerably smaller roadway through a local residential and commercial area. It is lined with businesses and homes, adjoining streets, and heavy local traffic.

As local homeowner residents who use Route 9 everyday, and know its dangers, preceding MVD statistics prove that we are truly endangered by DOT's stubborn reluctance everytime we or anyone else uses the roadway.

- f. In the past few years, since DOT constructed Alternate Route 7 (Route 7 link between I-90 and I-787) to alleviate traffic congestion in Latham, traffic densities have instead increased dramatically due to increased land values and commercial development.

More people are using Route 9 in 1987 than in any previous year between the MVD statistical period 1976-86. As a result, accident rates can also be expected to increase accordingly.

It is only a matter of time, whether a few weeks or a few months, when another and another fatality occurs, more and more bodily injuries, and several dozen more property damage accidents.

As homeowners, our question to you is simply this:

HOW MUCH HIGHWAY CARNAGE IS REQUIRED FOR DOT TO RECOGNIZE THE NEED FOR A LOWER SPEED LIMIT ON THIS STRETCH OF HIGHWAY?

HOW LONG MUST WE WAIT FOR DOT TO ACT?

HOW MUCH LONGER MUST WE REMAIN ENDANGERED, FOR FEAR OF OUR LIVES AND THE LIVES OF OUR CHILDREN WHO MUST USE ROUTE 9 EACH DAY?

# Fatal crash renews call for speed change DOT to resume study on Route 9

By Rosemary O'Hara

Staff writer

COLONIE — A neighborhood group is planning to renew its plea to the state to reduce the speed limit on a stretch of Route 9, after a Saturday car crash that killed two teenagers.

An official of the state Department of Transportation said Wednesday the agency is going to take a second look at the request as a result of Saturday's accident.

The Boght Community Action Group is going to push for a third time to get the speed limit reduced to 45 mph from 55 mph, according to Norbert Blum, the group's president. It wants the speed limit lowered on Route 9 from the bridge over the Mohawk to the Century House restaurant.

"When this last accident occurred, many of us were furious that DOT refuses to lower the speed limit," said Blum.

Blum said the community group had made two requests in three years for a reduced speed limit. He said traffic has been increased by the opening of the new Route 7.

John Taylor, director of DOT's Region One, said the department reviewed the issue of lowering the speed limit about 18 months ago and turned up no information about motorist speeds or the incidence of accidents that would justify the change.

"However, in view of the fact that the accident occurred and people are understandably concerned, we will do more radar speed checks and (look at)

the accident rates," Taylor said.

Two teenagers were killed and two others injured seriously in Saturday's accident on Route 9 north of the Boght Road intersection.

Adrian J. Bariteau, 16, of 18 Hillcrest Drive, Ballston Lake, and Michael Bechand, 15, of Mechanicville were killed in the accident.

Holly Fortin, 16, of Parkview Drive, Schenectady, was taken to Ellis Hospital in Schenectady and later transferred to the Albany Medical Center Hospital, where she was reported in serious condition Wednesday. Edward J. Sullivan, 17, of Clifton Park was reported in fair condition Wednesday at Memorial Hospital in Albany.

Colonie police are still investigating what caused the car driven by Bariteau to cross over into oncoming traffic, according to Colonie Investigator Kevin Fronk.

The car carrying Bariteau and Bechand became airborne after striking two cars, flipped over and struck at least one more car as it slid on its roof. A fourth car was also struck.

Taylor said the DOT's speed check 18 months ago found that 85 percent of the drivers were traveling close to 55 mph. The 85 percent figure is the standard the state uses to set speed limits, he said.

He said the DOT will review how many accidents have occurred since its last review and test how fast motorists are traveling.



## After Fatal Crash—

# Colonie Group Calls For Lower Speed Limit

By BARBARA SHEFFER  
Gazette Reporter

COLONIE — Because of Saturday's five-car crash on Route 9 that killed two teenagers and injured two others, a neighborhood group is planning to resurrect its plea to the state for a lower speed limit on part of that road.

\* \* \*

Norbert Blum, president of the Boght Community Action Group, said his group asked the state Department of Transportation about six months ago to reduce the speed limit from 55 to 45 mph on Route 9 from the bridge over the Mohawk River to the Century House.

The accident happened on Route 9 near Old Loudon Road.

The request was denied because the state deemed 55 to be an "appropriate" speed limit on that four-lane highway, Blum said.

Neighbors were "absolutely furious" after hearing about Saturday's tragedy because they believe a lower speed limit might have prevented it, Blum said.

Police are still investigating what caused Adrian J. Bariteau, 16, of 18 Hillcrest Drive, Ballston Lake, to cross over into oncoming traffic, but they established that he was speeding.

Bariteau died from his injuries, as did Michael Bechand, 15, of Vosburgh Lane, Mechanicville. Another passenger, Holly C. Fortin, 16, of 325 Parkview Drive, remains in critical condition at Ellis Hospital, and another passenger, Edward Sullivan, 17, of Clifton Park, remains in fair condition at Albany Memorial Hospital.

"There's just been too many accidents," said Blum, estimating that there have been 10 traffic fatalities on that stretch of Route 9 in the past 15 years. "It's a death trap."

The group plans to write the transportation department again and work with the town, even though it is a state road and the town has no jurisdiction over its speed limit, Blum said.

Robert Mitchell, chairman of the Colonie Highway Safety Committee, said he talked with a woman Monday from the Boght Community Action Group, who said she wanted the speed reduced. Mitchell said the committee is willing to pass on the group's request to the transportation department. It would not be an endorsement, but rather, the committee is asking the state to study the situation, Mitchell said.

Accident histories, traffic counts, and speed surveys are done to determine if criteria are met to change speed limits or install traffic-control devices, such as stop signs or traffic lights, Mitchell said. If a particular road does not meet the criteria — whether it be state, county, or town — the request would be denied, he said.

On several occasions, the town receives requests for speed limit changes or traffic-control devices, said Supervisor Frederick G. Field Jr. When it involves a state or county road, the town can pass on the request, but it has no clout to demand the change, he said.

For instance, the town has received about six requests for a traffic light at Central Avenue, another state road, and Prescott Street, which is the access to Bishop Broderick Apartments, but the state has not put one in.

"I think that's an indication that they don't always pass what local municipalities ask of them," Field said.

He said he would be "very surprised" if the state agrees to the Route 9 speed limit reduction. "Maybe they will," he added.

## State to review Route 9 limit

By DIANE KENNEDY  
Staff Reporter

COLONIE — State officials will take a second look at a neighborhood group's request to lower the speed limit on Route 9.

Joseph Kelly, a Department of Transportation traffic engineer, said members of the Boght Road Homeowners Association have asked the department to change the speed limit from 55 to 45 miles per hour between Boght Road and the town line. The speed limit south of Boght Road into Latham is now 45.

The department turned down the group's first request a year ago because evidence the department collected indicated the reasons the group presented were invalid. Kelly said Homeowners Association members told them

many motorists drive slower than 55 on that section of road because they think the limit is 45.

But Kelly said radar checks revealed most motorists drive faster than 55 on that section of road.

Kelly also said the group's claims that the section of road is plagued by a high accident rate are unfounded. He said there are an average of three accidents per million vehicle-miles there, compared to a statewide average of seven on similar roads.

Group members resubmitted their request Monday, Kelly said, two days after a chain-reaction collision claimed the lives of two teenagers.

Police are continuing to investigate why a car driven by Adrian Bariteau, 16, of Clifton Park, crossed the center line of Route 9 near Boght Road before crashing

into four other cars Saturday afternoon.

Bariteau and a passenger, 15-year old Michael Bechand of Mechanicville, were killed. Two other passengers and two other motorists were injured.

Kelly said the department will review the request again and return a decision in a month or two.

Town Supervisor Fred G. Field Jr. said town officials have not been contacted officially on the speed limit request, but would be willing to consider throwing their support behind it.

Field said the town has helped residents convince the state to change speed limits or other traffic regulations several times in the past.

Representatives of the homeowners association could not be reached for comment.

## Housing spreading into Boght area

By Michael McKeon  
The Knickerbocker News

**COLONIE** — Housing development is spreading to the northern end of the town.

The town Planning Board has received plans for almost 500 houses in the Boght area, including a 304-lot residential subdivision that it will consider Tuesday, Senior Planner Michael Lyons said.

The Boght is among the oldest settled areas in the town, but it is one of two areas with large tracts of undeveloped land.

The area, around Boght Corners, generally is considered to extend from Columbia Street to the northern border of Colonie and from the Northway to the town's eastern border.

"I think it's wonderful; it's about time," Jake Oreshan, a 66-year resident of the Boght, said of the coming residential growth.

Herbert S. Ellis has asked the Planning Board to approve his plans to build 304 houses on 191 acres between Columbia Street and Boght Road, which he calls Northbrook Estates.

The single-family detached houses probably will range in cost from \$100,000 to \$150,000, Bob Walsh of C.T. Males Associates, who is designing the project, said.

Ellis has proposed a variety of uses for the land that have been rejected because of opposition from residents. Several years ago he failed in his

attempt to have the land rezoned for town houses.

Walsh also is representing the Michaels Group, which plans to develop 41 houses on 25 acres west of Columbia Street and Baker Avenue.

Plans for that development, known as Hunters Run, require a variance from the town Zoning Appeals Board because two roads come too close to existing residences, Walsh said.

A road has been proposed from Northbrook Estates to run through Hunters Run to Columbia Street. Both development plans include roads that would intersect with Baker Avenue.

The Planning Board Tuesday granted concept approval for a 76-lot residential subdivision east of Johnson Road and Boght Road, which is just south of Columbia Street.

With the three larger subdivisions and several smaller subdivisions, Lyons said about 500 houses had been proposed for the area.

He said the developers had been attracted to the area because of the amount of undeveloped land and because sewer lines had been extended to near Boght Corners several years ago.

Assistant Planner Mary Burke said 1,400 of 2,050 acres of residentially zoned land in the area was undeveloped. The area also includes a 300-acre industrial zone and a 515-acre business zone, she said.

The other area with large tracts of undeveloped land is in the Kings Road-Pine Bush area, which also has gotten increased attention from developers.

- g. Route 9 is also the major access roadway through one of the largest areas of undeveloped lands in the Town of Colonie.

See attached newspaper article for a description of just one small housing project being planned for the area. The Town of Colonie Planning Board is presently considering about 500 additional single family homes for the area -- on only one small section of the lands available for development.

In effect, this increase in housing will also increase traffic densities on Route 9 and need for a lower speed limit.

Our Boght Community Action Group urges you to insist upon a responsible reply from DOT that includes a recommendation that the Route 9 speed limit from Old Loudon Road to the Albany/Saratoga County Line be lowered from 55 mph to 45 mph.

Route 9 is not a limited access interstate highway with a broad grassed median dividing strip and should not be considered as such with respect to speed limit.

Very truly yours,

*Norbert J. Blum*

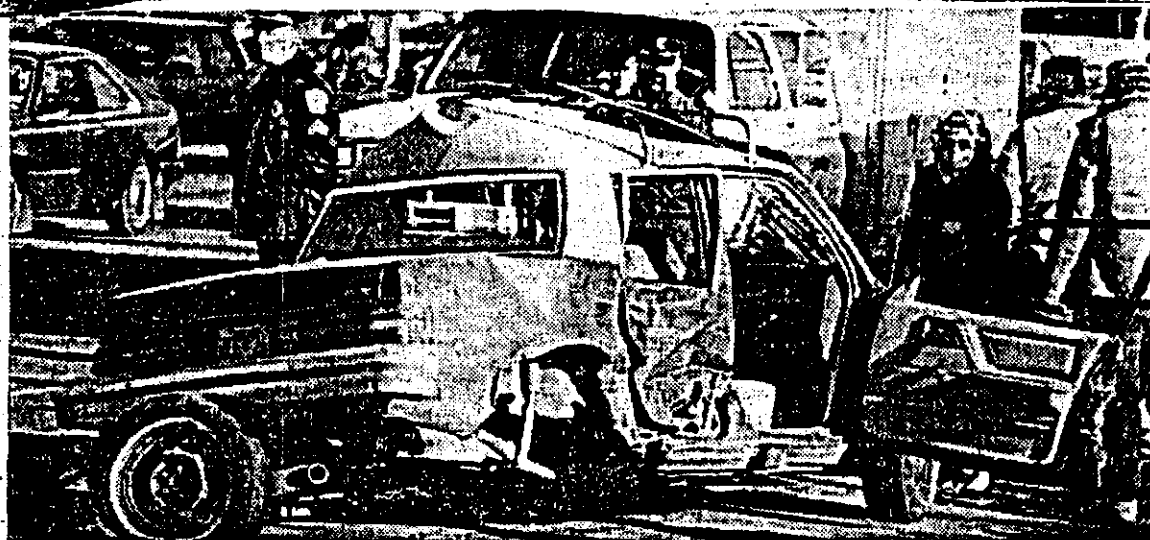
Norbert J. Blum, President  
BOGHT COMMUNITY ACTION GROUP

# LOCAL

**B**  
SECTION

\*\*\*TIMES UNION

Friday, March 4, 1988



Times Union photo by Skip

## ***Crash aftermath***

The axle of a small car lies under the rear end of the vehicle after a multi-car accident Thursday on Route 9 near Century House in Latham. Police say the driver of one car turned onto Route 9 from Century Hill Drive about 7:45 a.m. and collided with a car as it crossed the southbound lane. The southbound car was pushed into the northbound lane, where it collided with a third car. The drivers involved were Richard W. Baldwin of Schenectady, Robert J. Sutor of Albany, Craig E. Sutor of Watervliet and Mary A. Baily of Stillwater. Two of those drivers were taken to Albany Center Hospital.



**ROUTE 9 SCENE** — An Albany couple is placed in an ambulance after being extricated from wreckage of their car in the foreground. The Clifton Park woman who drove the car at left did require admittance to a hospital after the accident in Halfmoon Monday.

Times Union photo by Skip Dichtel

## Three hurt in two-car accident on Route

**HALFMOON** — A two-car accident Monday injured three people, two of them seriously, after the two vehicles collided with each other twice on Route 9, Saratoga County sheriff's deputies said.

Roger P. Bombardier, 44, of 280 S. Main Ave., Albany, and his 42-year-old wife, Marie, were taken to Albany Medical Center Hospital after the 3:19 p.m. accident, deputies said. Roger Bombardier was listed in serious condition while Marie was in fair condition late Monday, a hospital

spokeswoman said.

The driver of the second car, Richard A. Bentley, 31, of 33 Glenbrook Drive, Clifton Park, was taken to Albany Med for treatment but was not admitted, said Peggy Pitcher, the hospital spokeswoman.

According to an accident report by Deputy Daniel J. Kuhn and Chief Deputy Christopher Morrell, both the Bombardiers and Bentley were headed north on Route 9, just past the intersection with Route 236, with the Bombardiers' car leading.

As Roger Bombardier slowed his to make a left turn into a driver, Bentley's car struck the lead vehicle the rear, causing it to spin into southbound lanes, the report said. Bentley's car then struck the Bombardiers car head-on, deputies said.

The couple had to be pried from their car by firefighters from Halfmoon and West Crescent departments, deputies said.

Bentley was cited for following close, deputies said.

*These accidents are just a few.*

# Colonie Police probe auto fatality

By JOHN JONES  
Staff Reporter

COLONIE 4 A two-car accident on Route 9 killed one person and injured three others at 7:42 p.m. Friday, according to Colonie Police.

One of the injured was reported in critical condition.

No report on the condition of the other two injured persons was available early today.

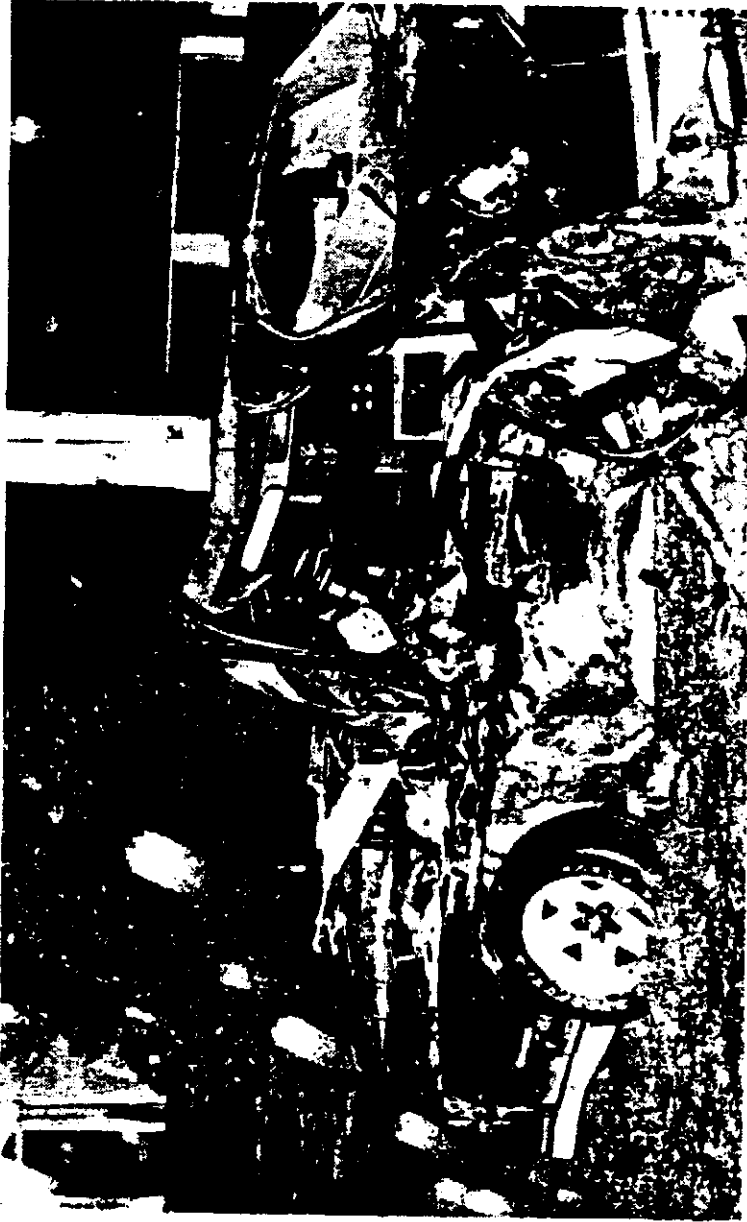
Police report one of the cars was north bound in the south bound lane approximately 1/8 of a mile south of Boght Corners when it collided with a vehicle heading south, according to police.

The injured were treated by the Boght Rescue Squad at the scene and taken by area hospitals by Boght, North Colonie and Riverside ambulances, according to police.

The names of those involved are being withheld by police until the next of kin can be notified.

Police say charges are pending in the case, which is being investigated by the Colonie traffic division.

Sgt. James Gerace is heading the investigation.



**FATAL ACCIDENT/** One person was killed and three others were injured, one critically as a result of a two-car accident on Route 9 near Boght Corners in Colonie. One of the cars was in the wrong lane, according to police. Charges are pending. (Photo by Monika Graff)

*This was an accident my son was injured in  
March 14, 1986*

1 Lander Lane  
Cohoes, N. Y.  
March 8, 19

Mr. Peter Blatt - Chmn.  
Town Planning Board  
Town Hall  
Newtownville, N. Y.

RECEIVED  
MAR 8  
ENCL  
H. J. H. H.

Dear Mr. Blatt:

In regard to the widening of Route  
through our Boght Community, is in  
estimation a very bad idea. This  
not a thoroughfare but a small  
community. It is a residential area.

It would be much too dangerous  
for the residents who live off this  
Route # 9, who have to come out  
this roadway from their driveways.  
Besides enough of our residential  
property has already been taken away of  
our homes in regard to highway.

Please do all in your power to keep  
Route # 9 through our Boght Community  
a (4) four lane highway as is.

Sincerely yours,  
Mr & Mrs David S. Berama



12 Lander Lane  
Cohoes, N.Y. 12047  
March 7, 1989

Mr. Peter Blatt Chairman  
Sewer Planning Board  
Town Hall  
Newtonville, N.Y.

RECEIVED  
MAR 8 1989  
COLONIE  
ENGINEERING &  
PLANNING

Mr. Blatt,

On March 2, 1989 a Thursday  
night meeting at town Hall on the  
Generic Impact on the Bight.

### Sewer System

There's a sewer system coming down  
Lander Lane which I was told I  
could not connect to because  
I was too low. Joe Wunderlik  
had this job. I believe I was  
talking to an Inspector of this job.  
He told me I need a jumper.  
I said, where do you want to put  
one. He said the town does not  
want jumpers because the town  
does not want to maintain them.

This sewer line comes down

Lander Lane and then very conveniently went up between the Gupta property and the Russian Cemetery. Which I believe was a waste of sewer line.

As you know the water table becomes high at certain times of the year.

It makes me angry to see these developers coming into our Community and making use of our sewer system. We have lived here for years and no sewer system. I still have to pay a small amount of sewer taxes.

### 3 Our Colonic Dump

The Dump in our Community is a disgrace. It is such an eye sore as an entrance into the Town of Colonic.

"The extra lanes on Route 9"  
I can remember when these Homes along Route 9 in the Boght had long beautiful lawns in front of their homes. Just like Loudonville. These homes have lost a good portion of their lawns.

I can't see how you can take much more of their property and meet up with your zoning law on frontage.

People that live in these Home along Route 9 will have a terrible time getting in and out of their homes without getting killed in the process.

(Which has happened over the years.)  
Since then the road has gone from a two lane Country road into this speedway that we

have called Route 9 (55 miles per hour).  
We have had too many accidents in this area, including my son who was a passenger in a car which collided with a car coming out of the Gupit skater area.

We also had two little neighbor girls that were killed one on going home from the skating rink. The girls were killed in the middle of Route 9 in front of the skating rink. The driver was within his rights. He was doing 50 an hour through our small community (Speed limit 55).

We have phoned and written letters to the transportation Dept on lowering our speed limit, it did no good. I truly believe it has to happen to a member of their family before they will do any thing. In fact when told them that they have the speed limit too high going through a small community, it

3 remark was What small Community,  
I said the Bright Corners Community  
It still did no good.

This 55 miles per hour is the  
same speed limit as the  
Northway and the Thruway.

I have traveled down Route 9  
into Newtownville and noticed the  
Highway went into two lanes  
from Hoffmans Playland into  
Newtownville continued into  
Loudonville. How convenient  
only two lanes.

I have a suggestion to add  
these extra lanes of traffic to  
the Northway, or better yet put  
them in front of Fred Fields  
House.

I would like to see a stop light  
sign some where along Route 9  
near the Entrance to the Colonial  
town Pool. which is (old Loudon Ro  
When heading south passing the  
Colonial town Pool road (old Loudon R.  
there is a slight grade and a slight  
bend in the road making the stop

light ahead unnoticeable until  
you are almost on top of it.

Causing people to slam on their  
brakes. I have noticed the man  
tire marks in the road.

4

## Drainage Divides

In the surrounding fields there are some small streams that become more active at certain times of the year.

When these divides are put in, will they interrupt these streams and cause flooding onto surrounding property?

When this development starts with the Building of Homes, there is a Building or zoning law that says  $2\frac{1}{2}$  feet and at a slant to an adjoining property line.

I would like to see this respected.

Because of our property adjoining this large Ellis development, I would like this developer to put up a fence dividing his property from ours. The reason, I would not be able to keep all the children with their skidder, trail bikes and four wheelers off the property.

The reason is these kids

drive these vehicles at high speeds and if they get hurt, the parents are ready to sue the property owner.



## Office Space

19  
I am concerned about a map that was shown of the Boght that had a lot of red in the Boght Corners area.

I believe that some of that red came down over 9R- Boght P.O.s in the Boght. This side of the 9R is zoned R-2 residential.

I hope there will be no side stepping of any numbers or changing of words of any kind in order to change our residential zoning law for Office space.

I have lived on Lander Lane in the Boght for 59 years on my Father's Farm which he brought back in 1922.

Mrs. Albina Della Rocco  
(Lander)  
Vice President of the  
Boght Community Action Gr.

March 6, 1989

Mr & Mrs Mary Frydel  
566 Boght Road  
Cohoes, N.Y. 12047

RECEIVED  
MAR 8 1989  
COLONIE  
ENGINEERING &  
PLANNING

Officials of Planning Board  
Chairman (Mr Peter Platt)

I have been at Meeting of 3/2/89  
and Clough, Harbour & Associates  
brought up on maps about a road  
from Vlet St. to Duncklee Ferry Road  
Now this road seems to me that  
it might be going through my  
property. I would like to know  
if there will be a road from  
my property to get on this road.  
from either side as you will  
cut my property half.

As widening the Route 9 in the  
Boght Corners area to six lanes  
will cause more traffic  
problems. and we do not need  
this.

Mrs S. Frydel

6 LARDOR LANE

CORRIS. N.Y. 12047

March 13, 1989

Town of Colonie Planning Board

Peter Platt, Chairman

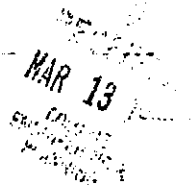
Dear Mr Platt.

Our regards to the sum of \$300 being paid for a building permit for any development in the Boght area. I firmly oppose this or any other sum similar to this being charged to residents building a single family home or some small business establishment. This is very discriminating to the middle class or minority folks trying to earn a living & wanting to stay a resident of the Boght area or any other part of the Town of Colonie. Developers would have no problem meeting this sum for their apartments or commercial establishments. The Town of Colonie is getting to be the Town of the Rich only, while driving out the working residents.

Charge you to reconsider this when you set fees for building permits in the future.

Sincerely yours.

Paul J. Fendrich



6 Tanager Lane  
Cohoes, N.Y. 12047  
March 13, 1989

TOWN OF COLONIE PLANNING BOARD:

PETER PLATT, CHAIRMAN

Dear Mr Platt,

I am very much opposed to the widening  
of route 9 between Boght Corners and Route  
2 - Route 9 interchange to six lanes.

The conditions are not the same here that  
exist at Wolf Road. Wolf Rd has the  
Northway at the North end to empty traffic  
onto and Central Ave. at the South end to  
empty traffic onto. The whole section is  
commercial, while the Boght area is more  
family, residential. I cannot believe  
that six lanes would benefit anyone in  
this community except developers and real  
estate agents. Therefore I ask you not to allow  
six lanes to destroy our peace & tranquility.

Sincerely yours  
Paul Tandra

RECEIVED  
MAR 13 1989  
TOWN OF COLONIE  
PLANNING BOARD

3/13/89

Comments to the Generic Environmental Impact Study of  
the "Bocht Area".

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING

- 1) Not taken into consideration, even though it is not in the town of Colonie, is housing growth in the west side of the city at Cohoes. Presently, there are over 50 houses planned for the Columbia Street area. This could add significant amounts of traffic to an already congested area.
- 2) With all the new homes and businesses, additional traffic makes for a dangerous (already dangerous) situation. These new homes will more than likely be occupied by young couples who will probably have children. With a lot of traffic and children, this will make very hazardous conditions. Two possible solutions are a) sidewalks or b) these developments be restricted to local travel only.
- 3) Set the fee for building lots at \$5000 per lot. If someone

can afford a \$150,000 home, they can afford an additional \$5000. Or a sliding scale schedule could be implemented as follows:

a) up to \$100,000 / lot	= \$2,000 fee
b) \$100,001 - \$125,000 / lot	= \$3,000 fee
c) \$125,001 - \$150,000 / lot	= \$4,000 fee
d) \$150,001 - \$175,000 / lot	= \$5,000 fee
e) \$175,001 - \$200,000 / lot	= \$6,000 fee
f) over \$200,001 / lot	= \$7,000 fee

4) I do not live on Route 9 in the affected area but I have to side with those people who are against the widening of this section of road targeted as six-lane highway

In addition, before the report is finalized, the Town should hold another hearing to report how the comments are expected to be included in the report.

If you should have any comments or questions, you may call me at 474-4906 from 8:00-4:00 and at

783-8264 after 4:30.

Thank you for affording us this time to comment  
to the report.

Respectfully  
Leonard E. Tremblay  
Leonard E. Tremblay

499 Columbia St

Cohoes N.Y. 12047

1010 New Loudon Road  
Cohoes, New York 12037  
March 11, 1989

Engineering and Planning Department  
Town of Colonie  
272 Maxwell Road  
Latham, New York 12110

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING

Gentlemen:

Subject: #4820248


Proposal to Enlarge Route 9 from Boght Road to Route 7  
to a Six-Lane Highway

On Friday, March 10, 1989, we received a memo from a fellow Boght resident regarding a proposal to take place in our neighborhood. It indicates that the Engineering and Planning Department in the Town of Colonie will be voting on this proposal, Monday, March 13, 1989; and if this proposal is accepted, they will go to the next step. Until we received this memo, we had no idea of this proposal.

We have lived at this location since 1966, and it is a very nice community, with the exception of the "DILLIGAF", which is an insult to the Town of Colonie residents.

Traffic on Route 9 is too fast now! A six-lane highway will make it faster. Needless to say, we are violently opposed to this proposition, and WE DO NOT WANT TO LOSE APPROXIMATELY 30 FEET FRONTAGE!

Why were we not informed of this drastic change to our community?  
We definitely vote "NO" to this proposition.

Sincerely,  
Carol Keilen   
Carol and Donald Keilen

cc: Barbara Sheffer  
Gazette Reporter



March 13, 1989  
1044 Loudon Road  
Cohoes, New York 12047  
(518) 785-6597

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING

Mr. Robert Mitchell  
272 Maxwell Road  
Latham, NY 12110

Dear Mr. Mitchell:

We stand firmly opposed to the new proposals for the projected Boght development resulting from the Clough Harbour Associates' study.

This proposal represents the utter disregard for long established resident's property, the existing environment and property value. It demonstrates great indifference toward the people who comprise the Boght area.

The railroading of this proposed development promotes the decline and death of a lovely suburban community.

Town officials should reassess their loyalties toward their constituency's real needs, and reevaluate this harmful proposal.

We have counted on you to uphold our vested interests in our homes and community. Please support us now.

Sincerely,

*Merton McElwain Ellen McElwain*

Merton and Ellen McElwain

1010 New Loudon Road  
Cohoes, New York 12037

March 11, 1989

Engineering and Planning Department  
Town of Colonie  
272 Maxwell Road  
Latham, New York 12110

Gentlemen:

Subject: #4820248

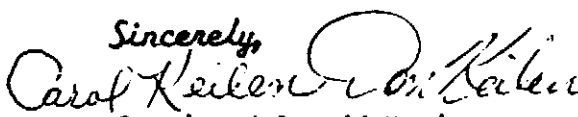
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Sincerely,  
  
Carol and Donald Keilen

cc: Barbara Sheffer  
Gazette Reporter

March 13, 1989  
1044 Loudon Road  
Cohoes, New York 12047  
(518) 785-6597

Mr. Robert Mitchell  
272 Maxwell Road  
Latham, NY 12110

Dear Mr. Mitchell:

We stand firmly opposed to the new proposals for the projected Boght development resulting from the Clough Harbour Associates' study.

This proposal represents the utter disregard for long established resident's property, the existing environment and property value. It demonstrates great indifference toward the people who comprise the Boght area.

The railroading of this proposed development promotes the decline and death of a lovely suburban community.

Town officials should reassess their loyalties toward their constituency's real needs, and reevaluate this harmful proposal.

We have counted on you to uphold our vested interests in our homes and community. Please support us now.

Sincerely,

*Merton McElwain Ellen McElwain*

Merton and Ellen McElwain

MAR 13 1989  
ENGINEERING & PLANNING

RD #1 - 7 Forest Avenue  
Cohoes, New York 12047

March 10, 1989

Robert Mitchell  
Engineering & Planning Sciences Department  
272 Maxwell Road  
Latham, New York 12210

Dear Mr. Mitchell:

We are writing regarding the possible widening of Route 9. We recently purchased a new home in Boght Corners. One of the main reasons we chose to stay in the area was the character of the community. A six-lane highway would change that completely. We avoided buying property in Clifton Park because of the traffic and the highways. We feel the extra lanes will only serve to increase traffic. If people are looking for a "super highway" they have the Northway as an alternative. The increase noise level from the additional traffic would also be very objectionable. Access to side roads off Route 9 would be extremely difficult and dangerous.

We also object to the way these proposals were presented. The whole matter was very secretive. It was not even posted at the Town Hall.

Please count us as two residents opposed to the change on Route 9.

Sincerely,

*Louise L. Lifford*

Louise L. Lifford

*Brian D. Lifford*

Brian D. Lifford

March 10, 1988

Mr. Mitchell,

I am writing concerning  
widening of RT 9 in Boght  
corners. No matter what the  
growth is over the next 20  
years, that road should not be  
6 lanes wide. What is the  
reason for the Northway??  
Widening the road at the Boght  
& not going right thru to  
Albany makes no sense.  
If people want a super  
highway, get on the Northway.  
I am not in favor of  
what you call improvements

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING

Concerned  
Lorraine Beaver  
RD 1 Pine Ave  
Troy 12017

ANTOINETTE CURLEY  
1056 LOUDON RD., R. D. NO. 1, BOX 196  
COHOES, NEW YORK 12047

February 28, 1989

Mr. Robert Mitchell  
Engineering & Planning  
Services Dept.  
272 Maxwell Road  
Yatham, New York 12210

RECEIVED  
MAR 2 1989  
ANTOINETTE CURLEY  
ENGINEERING &  
PLANNING

Dear Mr. Mitchell:

My husband and I are deeply concerned and distressed about plans for the future, to widen Route 9 from Columbia Street to Boght Corners. According to the news clip in The Record, Troy, N.Y.; of February 8, 1989, recommendations have been made to widen Route 9 in this area, to six lanes.

Our home is on the west side of Route 9, three houses north of John St. And we would be adversely affected if this came to pass. When Route 9 was widened, about twenty-five years ago, I was forced to give up a portion of my property in front of my house.

(over)

If the road in our area were widened once again and additional land were taken in front of our house, the value of our house would decrease considerably. The noise of the traffic would greatly increase and we would no longer be able to open our windows in spring, summer and fall on the front of the house.

Please consider this a register of complaint to the recommendations of widening Route 9 from Columbia Street to the Boght area.

Sincerely,

Antoinette B. Curley  
(Mrs. J. Bert Curley)

March 10, 1989

SUBJECT: BOGHT DEVELOPMENT PLAN

RECEIVED  
MAR 13 1989  
COLONIE  
ENGINEERING &  
PLANNING

DEARS SIRs:

BELOW ARE MY CONCERNS ABOUT THE PROPOSALS OF  
THE DEVELOPMENT PLAN OF THE BOGHT AREA

\* A WIDENING OF RT 9 from Boght Corners Rd.  
to Rt 7 from 4 to 6 lanes

A WIDER ROAD WOULD BE DETRIMENTAL TO THIS AREA  
for the following reasons

\* HEALTH - people living adjacent to Rt. 9  
will have increased levels of auto pollutants  
(oxides of nitrogen, oxides of sulfur, lead and asbestos  
from brake shoes) also increased noise pollution  
to where it may be detrimental to health.

\* SAFETY - A WIDER ROAD TO MOST PEOPLE  
MEANS "GO FASTER", - people crossing or pulling  
into traffic from this AREA RUN THIS INCREASED  
HAZZARD OF INCREASED CARS PLUS SPEEDS.

\* PROPERTY VALUE DECREASE - WHO WANTS TO LIVE  
LET ALONE BUY A HOME ON A 6 lane HIGHWAY!

SUGGESTIONS FOR CUTTING BACK ON NEED FOR A  
LARGER HIGHWAY.

\* INCREASE MIN. LOT SIZE FOR BUILDING FROM  
18500 to 25000-26000 sq. ft. to lower population  
demands.

\* Lowering speed limits through this AREA  
to get people "back on the Northway" - a majority  
of the traffic now is from SARATOGA COUNTY.

Please consider these comments.

Sincerely,  
Bruce Hinkel  
RD #1 Box 190  
Colonia NY 12047



NORBERT J. BLUM

RECEIVED

MAR 13 1989

CLOUGH  
ENGINEERING &  
PLANNING

Mr. Peter Platt, Chairman  
Town of Colonie Planning Board  
272 Maxwell Road  
Latham, New York 12210

March 7, 1989

Re: Boght Community,  
Generic Environmental Impact Statement

Dear Mr. Platt,

Kindly accept my heartfelt appreciation for the outstanding Boght Community Generic Environmental Impact Statement prepared by Clough Harbour & Associates.

I can only wish that similar comprehensive studies had been made on the Latham Circle area, along Route 9 from Dunsbach Ferry Road to Maxwell Road, many years ago before the uncontrollable commercial developments occurred throughout the "miracle mile" that was so proudly proclaimed 20 years ago. It is too late for that now and whatever the Planning Board has created in this area -- from visual chaos to asphalt jungle -- will stand for many years as testament to genius with each shopping trip.

The Boght Community Action Group was formed for the primary purpose of preventing this planning madness from devastating the Boght community. The Clough Harbour & Associates study is a major step in the right direction to prevent this from happening. Their study contains the seeds for a truly wonderful community in years to come. I personally congratulate each and every member of your planning board who has worked so hard to achieve this goal on our behalf.

Further, I have read the report and provide the following for your assistance:

a. Boght Community Residents

First and foremost, I fully support all the diverse views of other residents throughout the Boght community. The fact that I may have overlooked something in my comments does not mean that I agree with the report or disagree with comments by other residents. Regardless of how emotional, or seemingly insignificant, I totally agree with each of their viewpoints.

You may add my endorsement to each of their letters and verbal comments received.

## GEIS Comments, Continued

### b. Study Area Fringes

The study only marginally touched upon fringe area impacts such as vehicular gridlock at Latham Circle from an additional 3,000 cars from Route 9 North during the next 10 years. Traffic densities tend to increase equally along converging roadways. Since there are four major roadways converging at Latham Circle, it is reasonable to expect an additional 12,000 cars at this location -- four times the 3,000 increase projected for Route 9 North.

How is this traffic to be handled without requiring a major expansion of the circle by DOT and even greater commercial growth and subsequent increases in traffic congestion?

Also, the study does not appear to include residential and commercial developments along the outside fringes of the study area. There are many new homes being built along Sparrowbush Road, for example, and a major expansion of Latham Circle Shopping Center presently being constructed. These and other fringe developments can and will have a profound impact on the area -- significantly adding to the impact loads to be generated from the Boght community study area.

To what extent have these additional impacts been included in the Clough Harbour study? Instead of a projected increase of 3,000 cars on Route 9 North, there could be 5,000 -- 20,000 at Latham Circle -- when considering the additional traffic commercial development generates from outside the area.

By limiting itself solely to the study area, I suspect that fringe area impacts have either been ignored or minimized. As a result, I suspect that many of the report's conclusions are also minimal or conservative.

### c. Alternate Route 7 (Route 7)

One of the primary reasons for Alternate Route 7, as set forth by the New York State Department of Transportation Environmental Impact Statement several years ago, was that the roadway would reduce traffic volumes on major roadways throughout Latham, Watervliet, and the surrounding area.

This has not happened, of course, and traffic volumes in Latham today are considerably higher -- and increasing each year -- than before Alternate Route 7 was constructed.

## GEIS Comments, Continued

### c. Continued

Why? Because Alternate Route 7 increased the value of commercial zoned properties in Latham and fostered the commercial developments which have occurred since that time. To a lesser extent, the same roadway increased the value of residential zoned lands which are now under pressure for development.

When does this growth end? For how many years can the Town of Colonie expect Boght community residents to idly stand by and watch their neighborhood community given over to the millions of dollars generated for commercial and residential developers?

How much longer do you expect us to accede to your planning philosophy that states, "Anyone can build anything they want to in the Town of Colonie because the Planning Board's role is not to evaluate the validity of any proposal." It is precisely this philosophy which generated the need for LUMAC, that was 25 years overdue, and exactly this philosophy which has created the "miracle mile" in Latham.

Along with many other Boght community residents, I vehemently oppose any further additional commercial development of Route 9 North. Your Planning Board has literally sold the Latham community to any and every commercial business that has ever wanted to build anything whatsoever.

It is ludicrous to think that Latham belongs to the Town of Colonie or its residents. Instead, it belongs to DOT which maintains one of the greatest stretches of asphalt to be found anywhere in the northeast and every commercial enterprise that owns or leases a piece of land in the visual jungle.

These are the owners of Latham.

How long must we live with these intolerable traffic conditions before someone stands up and says, "Enough is enough!"

### d. Transportation

In addition to the comments above, the Clough Harbour study makes no mention of sidewalks -- another sure indication of the extent given to residents and their needs.

## GEIS Comments, Continued

### d. Continued

Let's have sidewalks! If we are going to invest all this money for community improvements, residents throughout the Boght area should be given sidewalks as a necessary form of human transportation: walking.

What we have in the Town of Colonie, and especially in Latham, is a town given over completely to the automobile. It is impossible to go anywhere in this suburban sprawl without getting into an automobile and driving -- contributing to nitrous oxide (NO<sub>x</sub>) and carbon dioxide (CO<sub>2</sub>) pollutants, the greenhouse<sup>x</sup> effect, global heating, and general devastation of planet Earth (see TIME Planet of the Year: Our Endangered Earth, 2 Jan. 1989).

Transportation issues are not confined to traffic volumes, as indicated by the Clough Harbour report, but must also incorporate ecological issues that threaten both ourselves and the future of humanity.

The Town of Colonie can no longer afford planning by ignorance and must begin to stand up and be counted among the responsible communities of Earth. We must have sidewalks, ecologically sensitive neighborhoods, an energy efficient shopping and transportation system, and everything else required for human growth and development for the 21st century.

Anything less than this can be expected to foster the global environmental destruction we are all working so hard to prevent.

### e. Wildlife

The Clough Harbour statement that, "Due to the migratory patterns and ability to utilize a large range, it is difficult to identify bird species that inhabit the site. For this reason, a list of birds has not been compiled." is a copout in ecological responsibility.

It does not take much imagination to know that the area supports pheasants, quail, owls, robins, bluejays, nut-hatches, cardinals, sparrows, morning doves, hawks, mocking birds and several dozen other species of birdlife -- all of which are endangered by the removal of habitat that will occur as a result of developments.

GEIS Comments, Continued

f. Priorities

The priorities of the Town of Colonie Planning Board are clearly evident for the Latham area in what has been built there. These priorities are business and commercial development, automobiles and vehicular traffic, visual chaos and environmental confusion. This is clearly evident for everyone to see. Latham has become what it is -- the clearest demonstration of planning by ignorance.

These priorities have nothing whatsoever to do with residents. The priorities have to do with commercial interests and business opportunities, money and profits. The priorities have to do with making Latham the shopping center of the northeast, to attract as many people and cars as possible into Latham, to foster and develop as much money as possible for those with business interests in the Latham area.

This is the demonstrated reality the Planning Board has created for Latham as a result of these priorities over the past 20 years.

And it is sad...truly sad.

WE DO NOT WANT THESE PRIORITIES IN THE BOGHT COMMUNITY!

Too many people have seen what the Planning Board has created in Latham and they want no part of it in the Boght. The Town of Colonie can no longer afford planning by ignorance and default -- by setting commercial, business, automobile, visual chaos, and environmental confusion priorities above the greater human needs of area residents.

We have the right to expect a community that is based upon a completely new and different set of priorities. We have a right to be heard and expect to be heard!

- \* The Boght does not need another two lanes of traffic on Route 9 north of Columbia Street Extension.

It is recommended that these two lanes of traffic be built south of Hoffman's Playland, leading into Loudonville, where residents there can enjoy the benefits of Planning Board priorities for a few decades.

- \* We have wildlife in the Boght, agricultural lands, many residents, an ecological environment and all this needs to be protected from endangerment.

## GEIS Comments, Continued

### f. Continued

- \* We have residents who deserve the right to sewers before any thought is given to sewers for projected developments.
- \* We have residents who have the right to drive in and out of their driveways on Route 9 North, without the fear of being hit or killed by uncaring motorists, before thought is given to adding 5,000 more cars a day to their worries.

Boght Community residents have a right to these priorities as taxpayers and voters in the Town of Colonie.

Boght Community residents have no intention of sitting by idly and watching the same planning priorities that have ruined Latham also ruin their community.

### g. Pocket Parks

These are an excellent idea and any amenities of this kind -- built into the program and specifically for residents -- should be incorporated in all the plans. Both children and adults need places in the neighborhood, within easy walking distance, for playground activities and getting close to nature.

We desperately need to think in terms of protecting the wildlife we do have in the Boght -- before they become endangered. In today's world, we can no longer afford protecting only those species that are endangered. It is this mentality that creates endangered species by allowing the destruction of those that are not endangered.

After three decades of global environmental destruction, there is absolutely no excuse for a Planning Board not to recognize their ecological responsibilities.

### h. Solar Energy

As an architect, I know for a fact that every house in the Town of Colonie could have been built with considerably greater energy efficiency -- at no additional construction cost -- through a greater awareness and use of passive solar energy.

I also know that the Planning Board, as well as the Building Department and other town officials, cannot require that buildings be solar designed.

## GEIS Comments, Continued

### h. Continued

But what the Planning Board can do -- and should do -- is strongly encourage the use of solar energy in building design. There could be some form of credits given to developers employing solar heating methods and techniques -- if nothing more than public recognition that would prove beneficial in some way.

The New York State Energy Office could be used as an important resource for technical information, possible tax credit or grant stimulants, or other forms of assistance to developers and builders.

Charles Guphill built the first solar home in the United States in the Boght, and what better place than to hundreds of energy efficient solar homes that contribute to an ecological solution to our environmental problems than continuing the waste of valuable fossil fuel energy resources that pollute the atmosphere by increased levels of carbon dioxide, the greenhouse effect, and global temperature warming.

### i. Global Deforestations

We can all do something about our global environmental energy crisis!

Part of the problem, as most people know by now, is the vast cutting and removal of trees that is taking place all over the world. Trees consume carbon dioxide and produce oxygen. Atmospheric scientists are certain the global temperature will increase 2 C to 8 C during the next century. An estimated 60% of this problem, brought on by the greenhouse effect, is caused by increasing levels of CO<sub>2</sub> which cannot be absorbed by trees due to global deforestations.

It would be the ecological thing to do for the Planning Board to work out a way to assure the preservation of as many trees as possible -- and require developers to provide two trees for every tree removed.

We can no longer afford to indiscriminately rape the land for economic greed! We are members of a global community and must begin to recognize that it is our responsibility to save the Earth -- not the responsibility of our children who will inherit the mess we have created.

## GEIS Comments, Continued

### j. Summary

The basic planning issue in the Boght Community is the constitutional right of a citizen to have protection from the intrusive actions of government.

The Town of Colonie, through its Planning Board, has intruded upon the rights of every citizen to a life of peace and privacy free from the intrusions of people from other communities. By allowing Latham to be developed as a major commercial shopping and business district in the northeast, the Town of Colonie has encouraged people from throughout the greater Capital District and beyond to descend upon the Latham community at the expense of area homeowner residents.

An estimated 75% of the vehicular traffic in Latham is driven by non-residents who live outside a three-mile radius from Latham Circle. The numerous lanes of traffic on Route 9, between Latham Circle and Dunsbach Ferry Road, would not be necessary if this fact were not true. The Town of Colonie has allowed Latham to be developed for the shopping and economic convenience of people who live outside the area -- intruding upon the constitutional rights of citizen taxpayer residents to a community of peace and privacy.

These intrusive actions by town government have resulted in a community where greater benefits are enjoyed by those who live outside of Latham and the Town of Colonie than those who live within these environs. Latham has been allowed to develop as a convenient location for commercial development, to the enjoyment of commercial developers, with total disregard to Latham homeowner residents that are forced to cope with these intrusions by vehicles and people outside the Latham community.

It is suggested that 30% of Latham commercial developments be closed down for a 30% reduction in traffic along Route 9 from Columbia Street Extension to Boght Road. This will enable the Boght Community to be developed without having to construct two new lanes of traffic. There is nothing ludicrous or wrong with tearing buildings down to make way for new developments. Professional demolition experts are important contractors in the building industry.

Buildings can be demolished as easily as they can be constructed, in fact easier, and ripping down is equally important as building up.



GEIS Comments, Continued

The Clough Harbour report is a long and detailed comprehensive study of the Boght Community about to be developed within the next 20 years. It is an outline plan for the future and these GEIS comments are only able to touch upon the highlights of concern.

There are many, many residents within the Boght Community who, for one reason or another, are unable to express themselves and would whole heartedly agree with these GEIS comments. I speak for these people as well as myself.

The Town of Colonie Planning Board and Department has a long and difficult task ahead in the development of the Boght Community. Each individual has my heartfelt trust and appreciation for the many hours of dedicated work that has already gone into the project.

I can only hope that the dedication continues by bringing the seeds of the excellent Clough Harbour report into fruition and success.

With best wishes,

*Norbert J. Blum*

Norbert J. Blum, Architect  
Past-President Boght Community Action Group



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
84 HOLLAND AVENUE  
ALBANY, N.Y. 12208

THOMAS C. WERNER, P.E.  
REGIONAL DIRECTOR

FRANKLIN E. WHITE  
COMMISSIONER

March 20, 1989

RECEIVED  
MAR 23 1989  
CLOUGH HARBOUR & ASSOCIATES

CORRESPONDENCE

Mr. Larry Woods  
Senior Environmental Planner  
Clough, Harbour & Associates  
24 Aviation Road  
Box 5269  
Albany, New York 12205

RE: BOGHT ROAD - COLUMBIA STREET  
DGEIS

Dear Mr. Woods:

In response to your February 7 letter regarding the Boght Road - Columbia Street DGEIS, we would like to submit the following comments:

1. Existing Traffic Information - Count information used in the study is consistent with NYSDOT data available for the area. The current operational deficiencies that the report identifies are being reviewed by the Regional Traffic and Safety Group to verify whether we concur with those assessments of the adequacy of the State highway system.
2. Population Projections - Ten and twenty year development projections always contain a significant element of uncertainty. We have no alternative projections to offer, but we note that the study assumes very substantial increases in population and housing over the next twenty years. We suggest a sensitivity analysis employing other assumed growth rates would be beneficial by portraying a range of possible futures.
3. Trip Generation and Distribution - The methodologies referenced by the text appear reasonable for this type of analysis. Although we do not have the staff resources available to verify the report's travel simulations, we note that the TMODEL software has been used successfully on a number of Department applications.

Mr. Larry Woods  
March 20, 1989  
Page Two

4. Future Year Traffic Analyses - For the future years 1999 and 2009, a number of operational deficiencies were forecast and corresponding mitigation measures developed. A very significant benefit of this type of analysis is that it identifies those corridors where additional rights-of-way may be required to support future needed improvements. Such information should guide growth management strategies such as setback requirements, access restrictions, developer financial participation, etc. As noted in the report, a mechanism should be established to initiate an on-going traffic monitoring program and periodic traffic impact updates. These would serve to trigger projects at critical locations as prescribed traffic thresholds are reached.
5. Transportation System Management (TSM) - Programs such as ride-sharing, varying work hours and encouraging transit usage are promoted in the report as providing some measure of relief to future traffic congestion. The Department is a strong proponent of non-highway construction TSM measures and is available to offer technical assistance regarding their potential application here.

Overall, the DGEIS provides a good starting point for identifying and dealing with existing and emerging transportation issues in the study area. It can be used as a guideline for local land use decisions, and as a baseline for an on-going traffic monitoring program.

We thank you for the opportunity to comment on this document. We look forward to working with the Town of Colonie and other involved parties to find workable solutions for the area's transportation needs.

Very truly yours,



Richard W. Carlson  
Director, Planning & Development

RWC:psb

cc: F. Field, Town of Colonie, Albany County Planning  
J. Poorman, Capital District Transportation Committee

NORTH COLONIE CENTRAL SCHOOLS

NEWTONVILLE, NEW YORK 12128

CORRESPONDENCE

April 5, 1989

RECEIVED

APR 10 1989

Mr. Larry Woods, AICP  
Senior Environmental Planner  
Clough Harbour and Associates  
24 Aviation Road, Box 5269  
Albany, New York 12205

CLOUGH HARBOUR & ASS

Dear Mr. Woods:

Re: Generic Environmental Impact Statement - Boght Road  
Columbia Street Area

This letter is to express the concerns of the North Colonie Central School District regarding the impact of proposed development in the above-referenced study area. Please take note of the revised estimates regarding enrollments, as compared to those in my letter of December 8, 1988, given your clarification of the Clough Harbour projections for 1999.

Student Enrollments - Present district projections indicate a student population growth of 991 students by September 1998. The Clough Harbour study projects 1646 additional students by September 1999, from the study area alone. The schools' projections cover the entire district and it is not possible for me to isolate that portion of the 991 projected for the study area. Suffice it to say, the impact of development in the study area, which Clough Harbour estimate to be 165 percent higher than present district projections, will be both significant and negative for the schools and the taxpayers who support 75+ percent of the school budget.

Such unrestricted development would not only entail added costs, but would have great impact on such school quality factors as class size, instructional spaces, and stability of attendance areas. As regards the latter factor, the principal strengths of the North Colonie community reside in its small, personal, neighborhood schools and responsive local government. Unbridled growth, with its attendant disruptions, detracts from these quality features of the community and its schools.

Specifically, such increased enrollment growth in the Boght area would have the following impact on our schools:

Elementary - 334 more students by 1999 than currently projected. This would require construction of an

additional K-6 school. The estimated cost of such a facility, based on 1989 dollars and construction costs, is \$ 7 million. The recurring annual personnel costs to staff such a facility would be on the order of \$1.25 million.

Grades 7 and 8 - In grades 7 and 8, the additional 100 students would require at least 4 classrooms in addition to those called for in current expansion plans, and the full-time equivalent of at least 5 teachers. Given today's average costs for classroom additions and present teacher salary and benefits costs, the dollar impact at the junior high school level is projected at approximately \$800,000.

Grades 9-12 - Our current projections indicate no need for added space in grades 9-12 through the 1990s. The added 222 students drawn from your projections would create a housing problem for us. I would estimate the need for approximately 9 additional classrooms and 14 staff. Added costs would be in the vicinity of \$2 million.

Further, the Clough Harbour study shows even larger numbers of school-age children generated through proposed development in the study area, for the period 1999 to 2009. The school district does not attempt to project beyond a 10-year period, hence I am unable to comment definitively on such impact. It should be clear, however, that the result for the schools and the taxpayer will be equally negative.

Need for Elementary School Site - If such development for the Boght area is ultimately approved by the Town, I would urge the Town to require developers to make available to the school district at least one 10 acre school site at reasonable cost. I am prepared to recommend such site purchase to the Board of Education. Upon Board approval, public approval via referendum or specific budget line would be required.

Given the projected residential and commercial land use for the study area, the school site should be in the area east of Boght Road and north of Route 7. Ideally, such site would be located in the middle of the largest development proposed for that area, to allow for a maximum number of student walkers, and would not be isolated from a significant portion of the neighborhood by a major traffic artery. Further, such major development should be required to provide sidewalks to facilitate walking to school and/or playgrounds.

Costs/Revenues - It is clear from the Clough Harbour projections of costs/revenues that there will be significant deficits for each of the 10-year planning periods for the school district. Hence, it is important for the Town, in dealing with developers to attempt to minimize such deficits through more controlled development, or the assessment to developers of some portion of the resultant added school costs, in the form of provision of school site(s), sidewalks, easements for walking students, or the like.

Conclusion - It is my strongly held opinion that the Town must not allow for such rapid development of the study area as is projected by the Clough Harbour study. To do so would be to adversely affect the quality of the North Colonie schools and would excessively burden the district taxpayer.

The community and its schools can accommodate to reasonable growth and development. The school district showed itself capable of dealing with such growth in the 1960s, although not without considerable pain in the form of large tax increases and defeated school budgets. The 6+ percent annual growth in school enrollment projected in the Clough Harbour study is beyond that which is reasonable.

Please feel free to contact me if I can be of any further assistance in this matter.

Sincerely yours,



Charles A. Szuberla  
Superintendent of Schools

c. Board of Education  
S. Tatro, Town Attorney  
Dr. P. McManus  
R. Gara

THE TOWN OF COLONIE COALITION OF HOMEOWNERS ASSOCIATIONS

---

ALBANY COUNTY, NEW YORK

March 30, 1989

Mr. Fred Field, Jr.  
Town Supervisor  
Town of Colonie  
Memorial Town Hall  
Newtonville, NY 12128

SUBJECT: CLOUGH HARBOUR ENVIRONMENTAL IMPACT  
STUDY FOR THE BOGHT AREA

Dear Fred,

In reviewing this study the Town of Colonie Coalition of Homeowners Associations would be opposed to the widening of Route 9 in the Boght Area.

It is not clear what advantage would be achieved -- while businesses and residential homes along Route 9 would have to be eliminated.

We suggest as an alternative that the Cohoes Crescent Road be widened from Route 9 to the Cohoes City line; this would permit traffic access to I-787.

The town of Colonie owns most of the land bordering the Cohoes Crescent Road, making the solution a viable one.

Yours truly,

Mary Jane Valachovic  
President, THE TOWN OF COLONIE COALITION  
OF HOMEOWNERS ASSOCIATIONS  
6 Linda Lane  
Schenectady, NY 12309  
(518)869-9368



C: Peter Platt

New York State Department of Environmental Conservation  
2176 Guilderland Avenue, Schenectady, New York 12306

Telephone (518) 382-0680



April 4, 1989

Thomas C. Jorling  
Commissioner

Mr. Peter Platt, Chairman  
(T) Colonie Planning Board  
272 Maxwell Road  
Latham, NY 12110

APR 5 1989

Re: Comments on Boght Road  
Columbia Street DGEIS

Dear Mr. Platt:

The February 1989 DGEIS meets the requirements of the SEQR Handbook, Section V for an initial area-wide planning document. It has addressed the comments we raised in our lead agency coordination response of October 25, 1988.

We recommend the Planning Board accept this document. I am pleased the Town has proceeded with this planning process. Once the findings have been accepted, after the remainder of the SEQR process has occurred, the SEQR actions within the generic area will only need site specific impact evaluations in the future. However, since the planning period is 20 years and change is inherent in our world, it may become necessary to supplement the FGEIS in future years.

Sincerely,

David Stout  
Sr. Environmental Analyst  
Region IV

cc: F. Field, Supervisor (T) Colonie  
G. Mostert, Latham Water District  
J. Tabner, Esquire

5DS26.til



**MAPLEWOOD VOLUNTEER FIRE DEPARTMENT, INC.**

*Watervliet :: New York*

**RECEIVED**

**APR 13 1989**

April 13, 1989

CLOUGH HARBOUR & ASSOCI

Clough, Harbour & Associates  
24 Aviation Road  
Albany, N.Y.

Dear Mr. Woods:

At our recent meeting on March 11, 1989, representatives of the three Fire Districts involved, Boght, Latham and Maplewood, hereby submit our projected costs that will result from the impact of residential and commercial development in the next twenty years.

The following estimates are based on 1989 prices.

# MAPLEWOOD VOLUNTEER FIRE DEPARTMENT, INC.

*Watervliet :: New York*

1989-1999

ADDITION TO EXISTING STATION 50' x 70'

COST \$250,000.00

MANPOWER 30 TURNOUT GEAR, TRAINING, S.C.B.A.

COST \$45,000.00

INSTALL SPRINKLERS IN HOMES

1999-2009

MANPOWER 30 TURNOUT GEAR, TRAINING, S.C.B.A.

TWO ACRES OF LAND NEAR 260 BOGHT ROAD TO BE USED BY ALL THREE DEPARTMENTS

COST \$80,000.00

BUILD NEW FIRE STATION TO BE USED BY ALL THREE DEPARTMENTS

THREE STALLS, OFFICE, STORAGE AND RESTROOMS

COST \$800,000.00

PURCHASE OF A NEW PUMPER TO BE KEPT IN NEW STATION

COST \$180,000.00

ONE E.M.S. VEHICLE TO BE SHARED BY THREE DEPARTMENTS AND KEPT IN NEW STATION

COST \$20,000.00

BASED ON GROWTH OF 1400 NEW UNITS OR TOWN HOUSES IN THE MAPLEWOOD PROTECTION DISTRICT

# Boght Community Fire District

Boght Road - R.D. #1  
Cohoes, New York  
12047

April 13, 1989

Clough Harbor Associates  
24 Aviation Drive  
Albany, New York

Att: Mr. Woods,

At a meeting on April 13, 1989 of the Boght Community Fire Commissioners, we hereby submit our projected cost that will result from the impact of residential and commercial development in the next 20 years in the Boght Fire District. The following estimates are based on 1989 costs.

## First 10 year cost and estimate

One additional pumper	\$ 250,000
One ladder truck	500,000
New sub station	800,000
Land for station	80,000
Additions to Fire Station	1,000,000
Rescue boat	100,000
Manpower equipment	60,000
E.M.S. vehicle	20,000
Maintenance per year \$6,000	60,000
Additional Insurance premiums	1,000,000

## Second 10 year cost and estimate

Two new pumps	600,000
Manpower equipment per year \$6,000	60,000
Additional insurance premium	1,000,000

Arthur C. DeGarmo  
Deputy Secretary-Treasurer