
In the Matter

of

a Public Hearing held by the Town of Colonie
Planning Board for the purpose of considering
the Boght Road, Columbia Street area draft
Generic Environmental Impact Statement.

TRANSCRIPT OF PROCEEDINGS at a public
hearing held in the above-entitled matter by the Town of
Colonie Planning Board on the 2nd day of March, 1989 at
7:00 o'clock p.m., at the Colonie Town Hall, Newtonville,
New York before Lisa Constantine, a Shorthand Reporter and
Notary Public in the State of New York.

PRESENT FROM THE PLANNING BOARD:

PETER PLATT,
Chairman

GEORGE HOLLAND

DANIEL O'BRIEN

P R O C E E D I N G S

MR. PLATT: The format of the meeting will be Mr. Holland will read the official notice of the meeting. Then we'll turn it over to Larry Woods, from Clough Harbour, and who actually put the GEIS together, and after that we will accept any written or oral comments from anyone in the audience, and from this night for ten days from now we'll also accept written comments at the Planning Engineering Office. Kevin, is that correct?

MR. DeLAUGHTER: Yes.

MR. PLATT: Any questions before we start?

(No response.)

MR. HOLLAND: Filling in for our legal counsel tonight who would normally read this notice, but his voice isn't working as well as it normally is. So hearby, "Public notice is hereby given pursuant to Part 17.10 of the State Enviromental Quality Review Act, a public hearing will be held by the Town of Colonie Planning Board on the 2nd of March, 1989 at 7:00 o'clock p.m. at the Memorial Town Hall, Route 9 in Newtonville, New York for the purpose of considering the

Boght Road, Columbia Street area draft Generic Environmental Impact Statement. All parties of interest and citizens will be given an opportunity to be heard with respect to such proposal. Persons may appear in person or by agent."

The notice is dated February 8th, 1989 by order of the Planning Board of the Town of Colonie. It was published in the Times Union on February 14th, 1989. Mr. Chairman?

MR. PLATT: Thank you, George. Larry?

MR. WOODS: My name is Larry Woods, and I'm with Clough-Harbour Associates, and we were responsible for the preparation of the Generic EIS. I'd just like to start out by thanking everybody for coming out tonight and showing some interest in the Boght Road area. It's an obvious effort to have to review a document this size, and I think the Town appreciates everyone's efforts in reviewing this.

I'd just like to bring you up to date. The first way we're going to proceed is give a short presentation, about 20 minutes, to hit all the key issues that we feel are important in the Boght Road area. I'd like to just start out by giving a short

introduction of where we stand in the process, and where we go from here.

On February 7th, the Planning Board, as lead agency, accepted the Generic EIS as complete, which starts the minimum 30-day review period. The period runs 'til March 13th. Written comments can be submitted and will be addressed in a final EIS once the comment period closes on the 13th. The final EIS will be a compilation of all the comments that are made, written or at the hearing, and will be addressed one by one in the final EIS.

Just to give you a little background on the study area itself, we prepared this overhead. Basically it's bounded on the west by Route 87, or the Northway, up to the bike path across the Town of Colonie and City of Cohoes boundary down along to Troy-Schenectady Road up to Route 7. The justification for the study was the Town is experiencing some significant development pressure, and that's evidenced by several projects that are currently in front of the Planning Board. These are outlined on the overhead here in numerous places here, and they total approximately 760 units. This, in conjunction with the

relatively undeveloped nature of the Boght Road area, which is exhibited on our aerial photo here -- later if you want to take a look at that, you can do that. This was taken about ten years ago, but it hasn't really changed much, so you can get an idea of -- really, there is a lot of vacant land out there.

Based on the above, we've decided -- the Town decided to do a generic EIS, and to do that what we've done is develop some future projected growth patterns, and those growth patterns were the basis -- the main basis for the overall study in the area. What I'd like to do is turn it over to Jean Lowenstein now who is going to explain a little bit about how we arrived at those different growth scenarios.

MS. LOWENSTEIN: As Larry said, in order to explore the potential development in this area, we evaluated a variety of road scenarios in order to get the scenario that was the basis for this whole document. We evaluated both population growth, the residential growth, and also potential commercial growth.

For the residential growth, we evaluated four scenarios. We based our information on the 1980 census. In the Boght Road area, there was approxi-

mately 3,600 people during that time. Based on a growth rate of 7.8 percent, which is information provided by the New York State Department of State and the Capital District Regional Planning Commission for the decade 1980 to 1990, we projected that the base population in 1989 is 3,916 people in the project study area. From there, we evaluated four growth alternatives. The first alternative utilized the 5.6 percent growth rate which is the projected growth rate that the Capital District Regional Planning Commission uses as well as the DEC, and Department of State for the 20-year period, that would take us to 2009. This development scenario would result in approximately 4,300 people in the project study area. Because of the fact that there are currently 760 residential units before the Board, we felt that this alternative was not viable for the project study area. In addition, as Larry said, there is a large amount of undeveloped land in that area currently. As a result, we continued to explore alternatives.

The second alternative explored full buildout for the project study area of properly zoned residential land currently undeveloped. At this time,

there are approximately 2,300 undeveloped acres in the project study area that are zoned for residential use. If these areas were developed at medium density, which would be approximately 17,000 square foot lots, the result would be nearly 6,000 residential units, and over 22,000 people in the project study area by 2009. Because this would leave little land available for open space recreational uses and necessary institutional uses such as new schools, we also felt that this alternative may not be viable.

The third alternative evaluated was a straight 30 percent growth rate through 20 years. This would result in approximately 6,600 people in the project study area by 2009. Because of the 760 proposed units in the project study area, they would account for nearly 81 percent of that growth over 20 years; and again, we felt that that was probably not viable.

Alternative four was based on several factors. We considered the fact that there are 760 units before the Board. We also looked at recent building trends, and we had many discussions with engineering and planning departments in the Town. As

a result of that, we felt that through the first planning period, 1989 to 1999, approximately 250 building permits would be issued annually. Through the second planning period, 1999 through 2009, we felt that approximately 125 building permits would be issued annually. This would result in approximately 5,100 residences, almost 15,000 people. Approximately 63 percent of the available residential land would be developed. This would allow for development beyond the project study period and would also leave land available for recreational development, open space, and necessary institutional uses. As a result, this was the population alternative chosen.

In our study, we also considered future commercial growth. Based on a 1987 aerial photo and recent building trends along with discussions with engineering and planning, we determined that approximately 40 percent of the available properly zoned commercial, retail, and industrial lands are developed. As you can see, we investigated development scenarios ranging from the 40 percent developed all the way up to 100 percent developed. Again, based on discussions with engineering and planning and the relative

undeveloped nature of this area, we felt that an 80 percent future development by 2009 would be realistic. This level of development will provide nearly 5.7 million square feet of space. It would provide adequate services for residents who live in the vicinity. It would also provide a good employment base for people who live in the Town as well as a good tax base.

After we investigated the potential magnitude of development, we prepared a projected development map for the 20-year period. The future development map was based on several factors.

First we mapped the locations of the proposed residential developments. I don't know if you can see, I had -- I have underlined them. I'll see if I can make it darker (indicating). After these were mapped, we also considered adjacent land uses, availability of services such as sewer, water, electricity, and the future land use map as prepared by the Lumax study. Development and planning period 1 will occur primarily in areas that are already served by sewer and water. Most of this will occur southward of this area here (indicating).

During planning period 2, development would begin to extend outside of the current sewer and water area. It is important to note that the locations of these developments, aside from the specifically proposed developments, are relative. By investigating the availability of land, the zoning of land and adjacent land uses, we chose areas that seemed likely for the type of development that's there; but that doesn't mean that a commercial development that we have slated up here in the northern portion of the study area couldn't fall slightly further south. This map was developed primarily so that we could use this as a basis for investigating the traffic and infrastructure needs of the project study area through 2009. Tom Johnson from our transportation department will discuss the transportation aspects of the projected development for the project study area.

MR. JOHNSON: Thanks, Jean. As part of the study, we undertook an extensive data collection program in which we counted 21 intersections and 12 mid-block locations to determine existing traffic volumes in the study area. To incorporate the amount of new development expected in the study area over the

next 10 to 20 years, the projected land use had to be investigated. This first figure illustrates the 1999 land use and trip generation potential. As can be seen, most of the development will occur in the central and southern sections of the study area. Areas I will mainly consist of office and retail development. II and III, the residential, and IV will include residential, retail and industrial.

Based on traffic engineering guidelines, it was determined that these developments will generate approximately 3,800 new trips in the A.M. peak hour, and over 5,300 new trips in the P.M. peak hour. This next figure illustrates the areas that problems will arise due to these developments. As can be seen, there is quite a few problems that will occur on the local roads, but the main concern is along Route 9 and Route 9R corridor. Increased traffic volumes on Route 9 will reduce capacity, increase delay, and also increase the accident potential because there is no left-turn lane between Johnson Road and Route 9. Also on Route 9, increased traffic volumes and heavy left-turn volumes will increase the capacity of the area between Dunsbach Ferry Road and Route 7 overpass

and also decrease the capacity of Route 9, Route 9R intersection.

The next figure illustrates measures required to address the 1999 highway problems. The improvements required range from installing traffic signals to constructing a new roadway. The new roadway construction would extend from Vliet Street in Cohoes and extend to Route 9 and will form a new four-legged signalized intersection with realigned Dunsbach Ferry Road. This Vliet Street Extension will take traffic volumes -- some traffic volumes off of Columbia Street and will ease the burden of the Route 9, Route 9R intersection. Also, separate lanes will have to be constructed at Boght Road and Route 9; Baker Ave. and Columbia Street. Down here in Troy-Schenectady Road with Swatling Road, and also on Route 9R between Johnson Road and Route 9. Also, on Route 9 you'll have to have a third through lane through that section of road.

This next figure illustrates the 2009 trip generation potential and land use. As this figures shows, most of the development will occur in the northern section of the study area and along Route

9. I and II represent residential and professional office buildings. III illustrates general office buildings. IV is retail, and V is industrial. Again, based on traffic engineering calculations, it was determined that these developments will generate approximately 2,500 new trips in the peak A.M. traffic hour and almost 3,600 new trips in the P.M. peak traffic hour.

Next figure illustrates the problems of local roadway systems because of these new developments. As can be seen, more problems will be seen on local roads than was in 1999; and also capacity problems along Route 9 will occur from Route 7 overpass beyond Boght Road. Measures required to address the traffic problems in 2009 include installing traffic signals and also providing new traffic lanes. Traffic signals will have to be installed on Boght Road and Baker Ave.; Johnson Road and St. Agnus Highway; Miller Road and Latham Ridge Road; Haswell Road, Miller Road, and Haswell Road and Boght Road. Also it is recommended that this short section of Miller Road be realigned to form a conventional four-legged intersection with Swatling Road and Haswell Road.

Additional turning lanes will be required on some sections of Baker Ave., Johnson Road, Miller Road, Swatling Road, and also on Old Loudon Road between Cobee Road and Latham Ridge Road. The biggest construction project for 2009 occurs on Route 9 in which an additional through lane in each direction will have to be constructed between Route 7 overpass and a point just north of Boght Road. It is projected that the traffic will increase on this section of Route 9 between 70 to 100 percent between today and the year 2009; and a third through lane in each direction will be needed to handle this increase in traffic.

The improvements just shown, 1999 and 2009, assume that there is no increase in non-construction programs such as ride-sharing, variable work houred programs or transit programs. If there is an increase in any of these programs, there might be a reduction in the scope of these improvements due to those programs. Also, it was assumed that there will be no additional access points to Alternate Route 7. Now, if there was an additional access point connecting Alternate Route 7 with residential areas in here (indicating), that could also possibly reduce the

scope of the improvements. However, that was not something that was studied in detail. So right now I'd like to introduce John Frazier who will discuss utilities.

MR. FRAZIER: Thank you, Tom. Also as part of the study, we undertook to determine what effect the growth in the Boght Road-Columbia Street study area would have on existing utilities. The utilities we studied included electric service, gas service, telephone and water and sanitary sewer facilities within the area. Gas currently is provided by Niagara Mohawk Power Corporation as is electric power to the area. Sanitary sewer is provided by two entities. One is the Town of Colonie Pure Waters Department. The second is Albany County Sewer District. Water is provided by the Latham Water District and telephones provided solely by the New York Telephone Company.

Going into the first planning period 1989 to 1999, to simplify my presentation, electric, telephone and gas services are basically undertaken by the utilities themselves. The Town will have to put very little monies as well as time into those three items. Therefore, I'll discuss basically water and sanitary

sewer, which is the greatest concern to the Town itself.

Water demand, based on demographics discussed by Miss Lowenstein previously, we expect an increase in water requirements in the study area of about 870,000 gallons per day, which equates to a peak factor of about 1,800 gallons per minute; and as a prelude to this we, during our evaluation of the study area, completed many discussions with both Latham Water District, the Albany County Sewer District, and the Town of Colonie Pure Water Department and the majority of our report was basically the input from those three departments.

The improvements outlined by the Latham Water District for the planning period "I" included a number of items, but basically the storage requirements. For example, the increase -- the additional construction of a one million gallon storage tank adjacent to the existing .2 million gallon storage tank along Boght Road and the construction of -- to the construction of a 24-inch main from the bike path along Dunsbach Ferry Road, Route 9, Old Loudon Road to the 24-inch over on Columbia Street.

2 Sanitary sewer, as discussed with the Albany County Sewer District and Pure Waters Department included no improvements under the first planning period. Existing facilities are sufficient to serve what is planned under the first planning period.

 Moving on to planning period II, the time between 1999 and 2009, water demand is expected to increase another 506,000 gallons per day, which equates to a peak of about 1,200 gallons per minute. This will bring to a total through the year 2009, a total of 12 million gallons per day of demand on existing Latham Water District facilities. Under-- included as part of planning period II, transmission main improvements include a number of items: A 16-inch main from the Route 9, Fonda Road intersection, south along Route 9 to provide water to many of the areas along Route 9 basically to the west and east of Route 9. Sanitary sewer, we again expect an increase to the Pure Waters Department and Albany County Sewer District of about 506,000 gallons per day. Again, with a peak increase in demand of about 1,200 gallons per minute. The only improvement required under planning

period II for sanitary sewer would include the upgrade of approximately 4,000 feet of the existing Salt Kill Dry River Kill interceptor, basically east of Lansing Lane. In this area down in here (indicating) from Lansing Lane to the City of Cohoes line. I would now like to introduce Paul Van Gelder who will be discussing the storm implications of the development in the study area.

MR. VAN GELDER: My particular area of responsibility in preparing this impact statement was the storm water aspects. Basically what we tried to do was divide the Boght Road study area into drainage areas, analyze the existing drainage patterns, try to identify any problems that exist in the area now, estimate the impacts of the future development on those drainage patterns. This report -- we approached -- we used the demographics that Miss Lowenstein showed us to guide where we would predict increased flows to occur, and the second thing that we used to guide us was the Town policy that their intention is to develop a centralized storm watch system.

Specifically we addressed the magnitude of the problem with respect to existing and future

flows. We looked at on-site detention versus centralized detention. We looked at detention versus water quality basins; and we then recommended a plan of implementation for what -- the problem areas that we thought we would have to deal with.

Centralized detention basically involves the construction of a large detention facility centrally located to serve several different developments. Upstream improvements involved with centralized detention include selective pipe and channel upgrading in order to provide conveyance to that centralized facility. In order to provide -- avoid problems from upstream development, it'd be important for this centralized facility to be installed prior to the upstream development for the installation or the development of those residential or commercial areas.

Some of the advantages we identified that are associated with centralized detention, if centralized detention facilities are installed, that eliminates the requirement for on-site detention and therefore allows more developmental land within each development. The big advantage to centralized and

central facilities is that it eliminates the requirement that the Town has to maintain many smaller detention -- on-site detention facilities. So it reduces the maintenance problem for the Town of Colonie. In addition to that, it reduces the liability risk, as we feel the liability associated with maintaining one large central facility as opposed to smaller ones is less. Another advantage to centralized facilities is that these large detention basins could be designed so that they have a permanent pool that could be used for recreational uses. Some of the disadvantages the report identified with centralized facilities are the large initial capital cost and some perhaps difficult land acquisition problems.

Second type of scenario that we analyzed was on-site detention basins. Similar to centralized detention basins; however, these are on-site detention -- they're -- each development would have one, and they're basically more advantageous in terms of initial capital cost. However, as I said before, they create a maintenance problem just because of the sheer number of them.

In addition to detention basins, we

identified the potential for using water quality basins in the areas where commercial development is proposed, and those are identified on the overhead as the areas with the hatched circles in there. We felt that these would be used to -- to remove the additional -- some of the additional silts and salts and other problems that are associated with commercial development. This, however, does not eliminate the need for storm water detention. The water quality basins are smaller and only designed to handle small storms.

Finally, we concluded our portion of the study with the plan of -- recommended plan of implementation for actually causing this centralized detention basin system to work. We identified the need to enact an ordinance requiring compliance with the centralized detention concept. We also realized that along with the construction of those, a more detailed design and construction phase would have to occur in those areas. Another step in applying the centralized detention facility would be the acquisition of land easements; finally design and construction of the facility, and a development of a plan of operation and maintenance.

I turn this over to Larry Woods.

MR. WOODS. I'd like to just summarize what we've done through all these studies is we've come up with some idea of what kind of costs are associated with the improvements that we've proposed in the report and they're all outlined in the document, and I think we're ready to proceed onto the hearing portion and receive public comments on it.

MR. PLATT: Now, anyone is welcome to speak or to hand in written comments, and we only ask when you do come up to the microphone, that you give your name and address.

MR. WOODS: The only other thing is, Peter, that if anyone doesn't have enough time to submit their comments, they can be accepted in writing, and then the hearing tonight, the comments don't weigh any heavier than they do if they're written. So if you don't have enough time tonight, you can also submit them in writing.

MR. PLATT: Kevin, would they be turned into the planning and engineering office?

MR. DeLAUGHTER: Yes.

MR. PLATT: And the cutoff date for

that is March --

MR. DeLAUGHTER: 13th.

VOICE: Did you give a date for another scheduled meeting?

MR. PLATT: Kevin or Larry, do you want to give what happens after tonight as far as the time frame goes?

MR. WOODS: After tonight, there will be about ten additional days up until March 13th where written comments would be accepted. This is the only public hearing that's proposed for the study, but written comments can be submitted up until March 13th.

MR. PLATT: What happens then as far as the sequence goes?

MR. WOODS: At that time, the comment period closes and we take all the public comments that are generated and generate the final EIS. What we do is go item by item down the list and address each and every comment, and once we get that together and the Planning Board as the lead agency agrees that it is an acceptable document, at that point it's accepted as complete and the Planning Board must wait ten days or a maximum of 30 before they issue what's called a

finding statement, and a finding statement is a laundry list or a cumulative documentation of all the impacts and mitigation outlined in both the GEIS and FEIS. That is the record of the procedures for the project.

MR. PLATT: By what date?

MR. WOODS: The 13th. By March 13th.

That's the end of the comment period, and then there's no set time frame after that because it depends on the magnitude of comments and so forth as to how long it takes to prepare the final EIS, but ultimately we're trying to shoot for some time in the middle of April to complete the whole process. Middle to third week in April, I think, is the proposed schedule at this point. So does that answer your question?

MR. PLATT: Anyone want to start?

MR. SOMMETER: My name is Mike Sommeter from Dunsbach Ferry Road. Why so much at once? Why do they have to take up such a large area? We have no land left. You're taking every bit of land we have available in Latham, right from Cohoes --

MR. PLATT: The Planning Board felt if we were going to do this GEIS, let's do it all at one

time instead of impeding each person that wants to come in with a substantial development to go through one of these documents for each and every development that was proposed up there.

MR. SOMMETER: O.K. Now, how does this progress. What implement does this progress at? Where does it start? Does it just continue and roll over from one segment to the next?

MR. PLATT: I think when they're talking optimum buildout in 20 years, that's strictly a roll of the dice. No one can foresee into the future what's going to happen with the economy, with the demand for housing, the cost of housing, how soon the schools get built, what formula the Town is going to use to help pay for these improvements as far as assessing developers on a -- on a -- say a per building lot on residential, on square foot on commercial. On apartments -- I don't even know if there's any apartment zones left up there, but basically, to tell you how fast this is going to happen, I don't think anyone can do that.

MR. SOMMETER: O.K. Is there any way -- as it hits your particular area, is there any way of

stopping what starts once that is approved?

MR. PLATT: I don't think that's the purpose, to stop development. I think it's to promote development in an orderly fashion.

MR. SOMMETER: O.K., but is there a certain way as it progresses that it's in line with the surroundings of the areas, et cetera? Even though your presentation shows us that we need more water, we need more lights, I can't disagree with that fact. You'll need that during the building.

MR. PLATT: As I say, I believe the process is going to be that from this study the Town is going to formulate fees -- call them impact fees, call them whatever you want, and at that point when development takes place, the developer will be expected to kick in his fair share, and we're not going to do all this in two years. I mean, even the lights, it's going to be a gradual --

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

MR. PLATT: So are we. I mean -- the

five residential subdivisions that have already been proposed is what triggered this study.

MR. SOMMETER: What's to say that people of Route 9 want four lanes, that they want to lose their front lawn? Because obviously they're going to if you're going to add two lanes to their road.

MR. PLATT: That's a legitimate concern.

MR. SOMMETER: It's going to create another Wolf Road situation.

MR. PLATT: That's a legitimate concern. Again, I'm not trying to answer all the questions tonight. We're here to get your questions so we can respond to them.

MR. SOMMETER: My fears are what's going to happen. We don't have the picture right now. The presentation is good and you can't argue with that because it's engineered out, but we don't know what the finished product is going to be.

MR. PLATT: That's correct.

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

VOICE: That's right!

MR. SOMMETER: Nobody could even go out and solicit the neighbors? Very poor. Very poor.

VOICE: Very secret. Very secret.

MR. PLATT: I don't think the intent was to be secret. We've had -- I don't know how many hearings. Kevin, did we publish --

VOICE: This is everything we have. All our land.

MR. DeLAUGHTER: There was a legal notice published in the Times Union, the town's official newspaper. When the draft was accepted, the -- at least one, possibly two, neighborhood associations within the area were notified, were present at the meeting, and were aware of the night that this hearing was to be held.

VOICE: Isn't even on your bulletin board out there.

MR. PLATT: All I can say is that the last meeting, John Tribble, who is the president of the neighborhood association, he was the first person -- we got these copies that night. I gave him my copy, and I'm assuming the president of the association went

about his functions as to notify the people.

VOICE: Is he here? Is he here?

MR. PLATT: I haven't seen him, no, but he's certainly been an active participant in everything that has gone on up in Boght.

MR. SOMMETER: You're saying we have actually 13 days left to ---

MR. PLATT: To submit written comments.

MR. SOMMETER: (Cont'g) to determine our future?

VOICE: Nobody knew about the meetings. We had to go around the Town to find out. Finally we learned that there was a meeting tonight.

MR. PLATT: What do you want us to do, go and knock on doors?

VOICE: I just said the man is right. It was very secretive.

MR. PLATT: It is not secretive. Ask anyone that's participated in the discussions. I mean this didn't happen --

MR. DELLA ROCCO: I was at that meeting. It was scheduled.

MRS. DELLA ROCCO: I was, too. It was in the paper, too.

MR. PLATT: We always get criticized for that, but people know what's going on up there and then out of the blue we get criticized that we didn't tell anybody. Why should we want to keep it a secret?

VOICE: I'm not criticizing. Nobody announced the meeting. It's not even on your bulletin board.

MR. HOLLAND: How did you find out about it?

VOICE: You knew about it. That makes two of you.

MR. PLATT: Your association knew about it. Well, we're getting beyond -- you're here. That's the important thing. Next?

MRS. DELLA ROCCO: I'm Albena Della Rocco. I live on Lander Lane. If I could see the map G-11 where it has -- I think it was the office figures that you had proposed. O.K. I'll take that one first. Now, you see your road that's going to come from Vliet Street and go over to Dunsbach Ferry Road?

MR. WOODS: Yes.

MRS. DELLA ROCCO: What property is that going to cross? Whose property?

MR. WOODS: As part of the study, we didn't -- this is a conceptual level placement of the right-of-way on this roadway. We didn't identify specific property owners or anything of that fact. At this point, this is conceptual location. The actual alignment of it hasn't been decided yet. This is a concept of what we decided what may be an appropriate line.

VOICE: Point out the area you're talking about. That'll come out on Route 9 near Dunsbach?

MR. WOODS: This connection right here from Vliet Street across, that was one of the choices that we thought would be appropriate (indicating).

MRS. DELLA ROCCO: O.K. When do you intend to notify people about that road, the people that own that property?

MR. WOODS: Tom, you want to -- I guess at this point it's conceptual. You know, I guess -- at the point that the Town felt it was necessary to construct a road across those properties, at that time they would have to start to approach people and notify them that --

MRS. DELLA ROCCO: You mean that in the next ten days of this meeting, you will notify these people?

MR. WOODS: No, no, no, no, no.

MR. DeLAUGHTER: Can I say just one thing. There is a lot of misapprehension that this is something that the Town is proposing, a development plan, that the Town is going to go out there and say, "We're developing this in this way." This is a response to pressure that we've seen for development in that area, and in accordance with the way the Town Board has zoned the property at this point. What we're trying to do is identify what the impact of that development may be. The development that we see that's likely to occur over the next 20 years, and to respond to these impacts so that they will not be a burden on the residents in the Town.

What's proposed as improvements will be implemented over that next 10 or 20 years as needed or in response to the development that occurs. There is nothing specifically in these maps or in this report that say, "This is exactly how things are going to go. "

MRS. DELLA ROCCO: O.K. And that there

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

MR. JOHNSON: That extension of Vliet Street will be designed as a limited access highway or roadway, I should say, two lanes, and would have a few -- just a few points at well-designed intersections, so there's not driveways coming in and out of that roadway at all places.

MRS. DELLA ROCCO: O.K. Now, there is another map. I think it's G-12, I'm not sure. The one that had the office buildings at the upper part of Fonda Road coming down to Boght Road.

MR. WOODS: Was it the colored one you're talking about?

MRS. DELLA ROCCO: Yeah, with the slanted lines.

MR. WOODS: That one (indicating)?

MRS. DELLA ROCCO: No. It had the grid on it, the grid for the office buildings, the office sites.

MR. WOODS: Oh (indicating)?

MRS. DELLA ROCCO: Yeah, that one. O.K. Now, that's going to come down across Boght Road, and

does that mean you have office spaces where all those grids are?

MR. WOODS: These grids here is residential and that's residential (indicating). This again relates back to this -- relates back to this diagram where we've projected future growth. O.K.? The yellow and the red is projected as being residential. The blue and green is projected as commercial, industrial or retail. Then it's broken down on time frames. The yellow residential would be occurring in the first ten-year period, and we feel the red would occur in the second ten-year period up to 2009.

MRS. DELLA ROCCO: The yellow is all residential, right?

MR. WOODS: That's right, yes.

MRS. DELLA ROCCO: O.K. Now, with sewer lines, I'm concerned about that because we've been living in the Boght for years and years and years, and we have had no sewerage up there, and when I see this vast thing of sewerage going in here and we are left out of it, I feel real bad about it. I mean, who are we?

MR. WOODS: This doesn't necessarily

show where the sewer lines are going.

MRS. DELLA ROCCO: Not that exact map, but you do have them that show where the sewer lines going to run. Now, I don't think you should be allowed to put in sewer lines the way they do and the rest of us along Boght Road are just left out. I think we should be able to hook onto some kind of a sewer line.

MR. PLATT: See, now that's what we're looking for, that type of comment. O.K. I mean, this is something the Town has asked Clough Harbor to put together, and it's not cast in stone that that is the way Boght is going to be developed and that's it. We're looking for comments from the neighbors, from the developer and from that point on we're going to try to address your questions specifically at the next hearing.

MRS. DELLA ROCCO: Now, I live on Lander Lane. Now, the sewer line came down Lander Lane and went between Guphill's property and the cemetery. Now, that whole sewer line was wasted when it could have come right down Lander Lane and right down and then over to Meadow Street and out. Now, that could have all been

-- that sewer line could have been used instead of wasted the way it was. I don't know whose fault it was there to do something like that. Then they say that the sewer line on Meadow Street is up on a hill and that if we're coming into Lander Lane, we cannot hook up to that sewer line because it is too high up in the air, we would need a pumper there, and the Town doesn't want pumpers. They don't want to maintain them. So what are we to do? And we do need a sewer system because the water -- the ground is soggy there. Sewer systems aren't going to take it, or the septic tanks won't -- are too much for the ground. So I think that, you know, ought to be looked into, to give us some kind of sewerage hookup there. O.K. Thank you.

MR. WOODS: Thank you for your comment.

MR. PLATT: Next? Yes, sir?

MR. ORESHAN: My name is Jake Oreshan, O-r-e-s-h-a-n. Our family owns a little bit of property up in Boght Corners. One of the questions I had, was the picture that you had of the projected width of the road from Boght Corners to Columbia Street. I understand what the idea of that is, to take the

traffic that's going to be created from the businesses and added homes in the area. I also can picture a road that's similar to that now which is a stretch of land from Boght Corners -- a road from Boght Corners to the area of Hoffman's Playland and the problem that there is there; and I know back when that road was widened, a lot of people were wondering why it wasn't continued right on down through Memorial Hospital. We all got our ideas at the time why it wasn't, and how there were lawsuits and everything else. What I can't picture now is a four-lane highway coming down from Saratoga County, dumping into Boght Corners and then becoming a six-lane highway, going back to a four-lane highway, going back to a two-lane highway. It's going to be quite a (indicating) -- an abortion. Excuse my terminology, but that's basically what it's going to look like. I think if there are plans or projected plans to widen the road up in Boght Corners to where it is pretty heavily lived along now, that they ought to consider doing something with the rest of the road work all the way down into Albany where we get into our super highways down there.

Another question I had also was -- in my

mind was with the sewer, and Mrs. Della Rocco brought up a good point there. We have sewers that come up into part of the Boght area. One sore spot is Dunsbach Ferry Road and Boght Road area right now. It goes as far as the area of Dunsbach and stops -- excuse me, Boght Hill School and stops, and goes west on Boght Road to about Cedar Drive and stops, and then you've got the area in between that that's still on the old leach field system and the sewers weren't -- one of the reasons why we were told at the time that it wasn't continued was because of pumping stations, there weren't any available and we understood there were a couple taken out when there were new ramps created off the Northway and stuff like that, and we're just sitting idle. I think we do need sewers bad, an extension of the sewers up in that area at the present time even. I realize there isn't a lot of building a lot of homes up in that area now, but I think if years ago if sewers were put in, there probably would have been a lot more homes built. Another problem, and it's a big problem, a lot of people you're dealing with in trying to explain all this to aren't -- and it's no fault of theirs -- Harvard graduates. They're

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

Up until the late '50s, early '60s, the majority of the property up that way belonged to and still does, a lot of it, farmers; and as you're aware, there aren't too many rich farmers or farmers that have a lot of money in the banks; and that was their hopes-worth, and when they got old enough and when they retired from the business they would be able to sell the property and live the rest of their golden ages in comfort. Now it's going to be a lot harder for them to do that. I think the study that was done should be done. I don't think just anything should be built and thrown into the Boght area. We don't want to end up with the problems that they have or have had Latham or any other high-density areas. A problem that we do have also would be fire protection. There is a proposal, I

understand, for office buildings to be built up in the area of the landfill, west of the landfill, and the people from that, as a matter of fact, I believe are meeting with Boght officials tonight, the fire officials tonight, to see if they can work out some sort of proposal for better coverage; but that also is an interest -- now, I belong to the fire company, I have for 25 years, and it is a problem that we have up that way also, manpower and everything else, and you have all this additional housing and businesses and everything else that are going to be put in there, and it will be a problem. Other than that, I thank you for your time.

MR. PLATT: O.K. Thank you. Anyone else?

MR. PERRY: My name is John Perry, R.D. 1, Box 298, Cohoes, which is right up on Route 9 by Michaels. Back in 1963 that road was widened. The state just came in and said, "We're giving you this for your property." That was it. Is it going to happen again like that?

MR. PLATT: Sorry. In '63?

MR. PERRY: When they widened the road

back in '63, I had just bought the house and I wasn't in there a couple months when I was notified they were taking some of my property. I've got less than 50-foot frontage now. This mean when they widen the road, the road going to be right on my door or --

MR. PLATT: Again, I must emphasize that this is not going to happen like that (indicating). If it ever happens. You know, that's why we're here, to listen to the concerns, and I realize there are, from the Boght up to the river or up to at least the Town landfill, there are quite a number of homes on both east and west sides of Route 9.

MR. ORESHAN: There won't be any if the road is any wider than it is now. We have one party up there that's considering putting gas pumps in and selling gas out his front door because it'll be so close to his house.

MR. PLATT: Yes?

MRS. SEGORIA: My name is Diana Segoria. I live at 1060 Loudon Road which is on Route 9 also. I want to respond in part to Mr. Oreshan. My family has owned propety on Route 9 for about 20 years, and I've always considered that place my home. When I

consider what may be coming within the next 20 years, I think about what my parents and I have invested in that land and in that home, and I seriously wonder whether or not having -- facing the possibility of a six-lane road will seriously devalue that property since it is residential at this time; and I have lived in South America, I have lived in Cleveland, Ohio, and I have traveled to other places within the United States, and I've always thought that the Mohawk Valley, and particularly the upper Mohawk Valley, is a very beautiful place, and I really don't -- I really -- I understand the importance of urban-suburban planning with all my experience, and I don't want to see the famous urban sprawl keep creeping up Route 9. I also teach in Shenendehowa school system, and I hear a lot about the crunch that's coming up there, and as a person who goes up and down Route 9 every day, I can see how it's going up the river, and it's going to cross over, and there is a lot of talk about the impact of over-development in Clifton Park. So consequently, I see it from both sides of the river, you could say.

Furthermore, in response also to what Mr. Oreshan said, something I've thought about in

terms of precedence. I don't believe there is precedence anywhere for a six-lane highway to be proposed within a commercial-residential area. I understand the problems that will be -- may be caused by further development in the Boght area, but I don't think that, as Mr. Oreshan said, suddenly going from four lanes to six lanes and then back to four is necessarily going to help. Studies have shown, and I'm afraid I can't quote them, but I have heard about them -- that the more roads you create, it seems the more traffic you create; and also, as a commuter, because I go the opposite way, when I go up Route 9, I see all these one-passenger -- all these cars going by with one driver, maybe two at best; and, you know, whenever there is any kind of problem on the Northway -- and it doesn't have to be a snowstorm. It can be the problem with the high winds and the modular homes that blew off the Northway, Route 9 is incredible, and I wonder how many cars really are from within the Boght and the northern area and how many of them are commuters from Clifton Park; and, you know, there's all kinds of -- all kinds of impacts to think about. Thank you.

MR. PLATT: Yes, sir?

MR. ORESHAN: Jake Oreshan. A comment that was made also is that if they were to put a wall up across the Cresent Bridge and not allow anyone to come through from Saratoga County, we wouldn't have any need for a four-lane highway for Boght Corners, go back to our old haypath-type road. A lot of traffic comes from Saratoga County, a lot of it, and if the study was done as they said it was, I don't know if they -- I don't know how they could determine other than --

MR. PLATT: We know that. That's a big concern with the airport. You can get the argument: "Why don't the people from Schenectady County or Saratoga County or Rensselaer County, contribute to the roads around there?" But again, you can't put a barrier up.

MR. ORESHAN: No. I really agree. You'll see a lot of people will agree with the comments she made that we just don't feel the six-lane highway is going to be needed through Boght Corners. It's going to blow Boght Corners -- it's going to look like Wolf Road.

MR. PLATT: I've heard the statistic that the Town of Colonie's population goes to 250,000 during the day with traffic going on Route 9, the Northway --

MR. ORESHAN: Not up in Boght Corners. That's on Wolf Road, Central Avenue.

MR. PLATT: No. I'm talking the whole town.

MR. ORESHAN: Our population doesn't increase too much in the daytime unless somebody has company.

MR. PLATT: Yes, sir?

MR. SOMMETER: Mike Sommeter. When Alternate 7 was put in, it really changed the whole area in general. The traffic flow as far as bringing it right past Boght School, right through Forts Ferry, and using all of these here now as shortcuts, and it goes through Riviera Estates, comes up through Cohoes, through Boght Corners, right straight down past Mr. Oreshan's house and it just funnels right through this, and widening 9 is not going to help stop this from happening neither. I wish I had an answer for it.

MR. PLATT: We all do.

MR. ORESHAN: Jake Oreshan. I want to ask you one more question. Again, I think you might have answered it. The reason for this proposal for this six-lane highway from -- looks like in the area of maybe the Fonda Road area down to Alternate Route 7 is to take the added traffic they feel will exist because of the added homes and industry and everything else in that area?

MR. PLATT: That's correct.

MR. ORESHAN: They don't feel the existing road that's down through the middle of Boght Corners will take all that traffic?

MR. PLATT: Larry?

MR. WOODS: If I could expand on what Kevin was talking about before. What we've done in this study is take the projected development that's currently proposed in front of the Planning Board and looked at future growth that may occur in the area, and on that basis you have a working system of transportation -- working transportation system out there based on this possible growth that's going to occur. If you want to maintain it at the same level that

it's at now, that's the recommendation that we propose in the report. There are issues you're going to have to implement to ensure that you continue with the transportation system that works as it does today, and that's the basis of the study, really. It's not that --

MR. ORESHAN: It's all based on if it works the way you people have it on paper.

MR. WOODS: Well, works to meet the standards that are out there today. If you want Route 9 to continue to work as it is today, the proposal for the widening will have to be done as growth continues, to ensure that Route 9 continues to function as it does right now.

MR. ORESHAN: Again, that's if they come . come and when they get to Alternate Route 7 that they get on the Northway and head south get on Alternate Route 7 and head down to 787 and 90, but it doesn't work out that way. A lot's going to keep on going right through Latham and get into that bottleneck like there is down there at Hoffman's. So I think as there is the proposal in our plans, that they also should look a little bit further south on Route 9.

MR. WOODS: I guess it isn't a proposal or plan, really. What it is is a projection. It's not that we're proposing this development to occur. It's just a measure by the Town to look at what's potential, that could happen out there. We're not here saying that -- the Town isn't saying we want this to occur like this. It's a best estimate of how it's going to occur in the future and trying to work out things now, to plan for the future rather than wait until you have problems and then have to go back and correct them. The Town is trying to take some foresight and see what potential problems could occur out there, and that's what the whole purpose of the study was.

MR. ORESHAN: They're learning from their past mistakes.

MR. WOODS: Better late than never.

MR. PLATT: Anyone else? Yes, sir?

MR. REEPMAYER: I apologize for coming in late. My name is Henry Reepmeyer, 6 Fonda Road. I apologize for coming in late and I may have missed something, and I'm going to address. First of all, I agree with Jake about the bottleneck in Loudonville. That was one thing that's been in my craw for

a long time. Although I don't travel it very often, I'm glad I don't. But the other thing I'm going to address is -- I want to ask a question first. This thing that I have here says 20,000 cars at the corner of 9R and Route 9; is that correct? That's what I read in here, this paper (indicating).

MR. WOODS: You read it in there?

That's correct, then.

MR. REEPMEYER: Did you take a count at Boght Corners? Did you project it up as far as Boght Corners? This is supposed to take you all the way in from Boght Corners to Route 9R? Did those cars all pass from Boght Corners down through that intersection or was that a --

VOICE: Up near Gupstill's.

MR. REEPMEYER: They don't know where it is even?

MR. JOHNSON: The majority of the traffic that comes down Route 9 from, you know, Clifton Park, does go striaght down past 9R and into the City of Latham or the Town of Latham, whatever it's called. So it does --

MR. REEPMEYER: What I'm driving at is,

then, if Boght Corners is possibly 15,000 to 20,000 cars per grade such as this suggestion --

MR. JOHNSON: No. The amount of traffic at Route 9 and Route 9R also includes the interstate traffic, 87.

MR. REEPMAYER: That's what I'm asking.

MR. JOHNSON: Right.

MR. REEPMAYER: O.K. O.K. Now, the statement I had, I read this, and it says that this survey was from Columbia Street or 9R up to Boght Corners. Then it says the bike path. Well, the bike path is not at Boght Corners or at Boght Road. I beg your pardon. Not Boght Corners, but Boght Road. That's the statement in here (indicating). So is this survey to the bike path or is it to Boght Road? And then I have another statement to make. Why wasn't the rest of the area included in this survey? Because that impacts on this whole situation.

MR. PLATT: From the bike path north to the Mohawk River, you're talking about?

MR. REEPMAYER: From the Crescent Bridge right down through .

MR. PLATT: Kevin, do you remember

our reasoning for stopping where we did?

MR. DeLAUGHTER: Yes. I think the assumption was with the lack of services, sewer and water up there, the development was less likely to occur north of the bike path than south over the period that we were looking at.

MR. REEPMEYER: Well, we already know that there is something going into the Constantine property that will affect this. We know there is something going into the Ford building that will affect this. That should have been put into this survey. Now, I'm going to put it very blunt, and you know what happened Tuesday night. The people north of, say, the bike path, that line, they think they're getting dumped on. They're left out of everything, and they're getting dumped on. They are. They're getting the garbage dumped on them, but they think they're getting dumped on, that they don't get any consideration down here. It's a good thing a lot of them aren't here tonight. I didn't tell them on purpose that this was going on. They don't know it even, except if they read it in the paper and they just overlooked it. This has been told to me by many, many of the

people up there, they get overlooked, they don't have sewers, and I heard that comment made earlier as I walked in by Mrs. Della Rocco, and we get all this stuff dumped on us and this is the feeling up there, and this survey can also prove that feeling. We weren't even take it into consideration in this survey, but we are part of the community, I hope. I always made the joke years ago when that nice little map was passed out, the Town of Colonie as such was cut off either at Boght Road, somewheres in that vicinity, and it was never anything up above. Well, eventually they started to include us on that map. I see Fred walked out, didn't he? But he'll remember me bringing that up. It was a humorous joke, but it's the way the people feel up there, and this just goes to prove it. They're left out.

MR. PLATT: I can't agree with that because --

MR. REEPMEYER: Well, I can. Wait a minute, please. They tell me that. I'm not speaking for everybody up there, but the people I have talked to, and I talked to quite a few, they come in and they say, "We get dumped on." "We like get left out," or "We get

the you know what."

VOICE: They should be here.

MR. REEPMEYER: Well, I didn't want them to be because you'd have a terrible argument going on.

VOICE: Maybe we need it.

MR. PLATT: The problem is -- let's face it, the reason that growth has been slow in coming in the out areas is because of the lack of sewers.

MR. REEPMEYER: True, true.

MR. PLATT: You know, you can take that as an advantage or a disadvantage. If I lived up there, I would say it's an advantage right now that the growth has been slow to come there because --

MR. REEPMEYER: They don't agree with you.

MR. PLATT: Well, you know, that's my opinion.

MR. REEPMEYER: They have homes there, they have sewer problems. I know people that want to build homes there, their own family, and can't because they can't meet the standards. If they had sewers, they'd go ahead tomorrow. I know a property right on Fonda Road, he has everything ready except the sewer

and he can't work with the septic system.

MR. PLATT: Mr. Oreshan mentioned the fact that people have owned land up there for years and want to hand it down to their children for their nest egg or what-have-you, but that means growth. I don't think the children want the empty land. You know what I'm saying? Unless they're farming it, don't get me wrong, but if you're left 10 acres today, normally the first thing you want to do is sell it, and the guy that wants to buy it, he wants to build on it.

MR. REEPMAYER: I think I'm -- I want to press the point that the people up there feel dumped on and left out, and whatever happens will happen to them whether they want it or not.

MR. PLATT: That's not true.

MR. REEPMAYER: Well, it has been.

MRS. DELLA ROCCO: I feel that way too, Mr. Platt, because out there -- now, that new office space building going up Columbia Street, now they're going to have their sewer system run right down Boght Road right to the Boght sewer system. Now, if they can come all the way down Route 9 to the Boght community for their sewer system, what's wrong with us

that live there? We can't hook onto a sewer system.

MR. PLATT: I think you can hook onto it once they --

MRS. DELLA ROCCO: We can't. I found out about that. We cannot. When Joe Wonderlick put the sewer system down Lander Lane, and I'm just 300 feet away from it. I said, "Why can't I hook onto that sewer system?" He says, "No, you're too low," I said, "But you're going over that way with hundreds of feet of sewer system that nobody is going to use. The people are dead in the cemetery. They're never going to use that line." But they won't put it down the rest of Lander Lane to go over to Meadow Street to give us sewer lines that way. So we do feel like we've been left out and feel very angry about it. Now, you're going to let this man come in and put that big sewer line all over that place there and we can't hook onto it? There's something wrong.

MR. PLATT: Now, he -- again, he has requested a hearing to present to the Town what he wants to do up there; but again, it's far from being a given right now. You mean the land next to the Town park?

MRS. DELLA ROCCO: No. Oh, yeah. The Constantines, right, but then this other one here on the Ellis Property, all that sewer system in there, too. I mean, I'm right alongside that property, why won't I be able to hook onto one of those sewer lines that's going through the field there.

MR. PLATT: I can't give you an answer tonight, but you will get an answer when this --

MRS. DELLA ROCCO: Let us hook on somewhere along there because we do need it in that area.

MR. PLATT: Mr. Marion?

MR. MARION: I live on Vliet Street just off of Baker Avenue. As long as the people are talking about sewers, and I was involved in sewers for many, many years in the Town, There was -- they had the sewer all the way down Boght Road down, and it would be a pumping station right at the bottom of Boght Road and Manor Avenue. That was planned, was on the books, and there was supposed to be a pipeline coming up that creek -- I could show you -- that little creek up there. That was a high pressure line; was supposed to come up and come down -- natural drainage

down Vliet Street to the Albany County sewer line, but all of a sudden they put in that sewer system and all of a sudden they dropped that section right off, putting that in at that time, when they could have had it done at the dollar value. Not at today's dollar value because this was ten years ago. So it was -- Mr. Sanford happened to be in charge of the Town at the time, and I said to Mr. Sanford -- I said, "Jeez, the people on Boght Road and all that area," I said, "they're swimming in their septic tanks there," because it's actually -- actually it's right in my home area, O.K., and these people tell me about all the problems they have on Baker Avenue and over there. I says, "How come they dropped that off? It was planned to be put in and everything else," and guess what Mr. Sanford told me? He told me, "The reason we dropped that is because Mr. Shafari says we ain't going to have it done," and that was -- and that's why we don't have sewers there today. Now, that's a fact. Now, that's bad.

MR. RUECKERT. My name is Dean Rueckert. I'm a member of the Colonie Town Board, and I'm sitting in back of this meeting with most of the other members

of the Town Board, and the purpose for us being here tonight is to kind of hear the comments that you're making, too, during the course of this presentation. But there's something that concerns me. I walked in about two or three minutes late, and I guess I missed the explanation of what tonight's presentation is all about, and I'm getting the feeling that there is a little misunderstanding here about what this is. I keep hearing the word "plans," and I keep hearing the word "proposal." This does not reflect plans and proposals. There are not plans for office buildings to go in some spots. There are not plans for roads to go the way they're designed on those maps. There are not plans or proposals for six-lane highways, or for sewer lines to go in certain places, and not other places. There are not plans for any detention stations or areas to hold back storm sewer waters. There are not plans or proposals to put a million-gallon standpipe in any particular place.

What these plans and the presentation made by the engineering firm tonight reflect is that if there were to be development in the Boght area, these are the types of things we're going to need to

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

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what's to come. That's all.

MR. PLATT: Thank you, Dean.

MR. ORESHAN: I could appreciate what was just said, but I lived here all my life, and I've seen too many anticipations or proposals or ifs turn into reality.

VOICE. You bet!

MR. ORESHAN: And I believe another point that's being missed is the type of people that you're dealing with. You're dealing with a lot of homesteaders that have lived up there all their life. You're not dealing with transients or people who have just moved in there a year or two ago. I can understand a lot that has been said, but I think when any new presentations are made for the Boght area it ought to be made a little more clearer so that the people that are coming to the meeting can understand a little more clearly what's being said. The work that was done by the firm was great. It was good. They did all their homework and everything that was expected of them, but the people that live up in Boght don't understand all these presentations where the slides are pulled off the screen and everything else. They have questions

as the screens are being put up there, not an hour later where they forget already what was presented to them; and they're going to have to deal with the people that are up there on a level -- don't misunderstand me, there isn't -- they're all quite intelligent, but a level they more understand in a slower presentation.

MR. PLATT: Larry, can you -- on your presentation for this whole GEIS, you took the zoning exactly as it stands today? There is no --

MR. WOODS: What we used, Peter, --

MR. PLATT: No rezoning proposals here or anything?

MR. WOODS: We looked at the Lumax projections really is what we used, and that's pretty consistent with what the existing zoning is in the area. There was no major deviations.

MR. CONNELLY: Peter Connelly. Coupled with what's currently being proposed in that area.

MR. PLATT: For instance, PBL's proposal next to the Town park which would require a rezoning?

MR. CONNELLY: Right.

MR. SOMMETER: That word "proposed" --

does he mean "propose"? We were told --

MR. WOODS: There are six projects on the books in front of the Board right now. So we included those as part of the study. We went one step further and projected future growth beyond that. So the catalyst for this whole study was the trend for development in the Boght area, the six proposals, the 769 plus or minus units. That's the catalyst that got this study started by the Town.

MR. PLATT: Again, the reasons for this study was the fact that in rather quick succession five residential proposals came into the Planning Board. All residential, and totally they came up to approximately 750 residential lots. At that time, the Planning Board asked the Town of Colonie Town Board if we could kick off a study here to see what the implications are of future development in the Boght area, and that's where we are tonight; and again, all these proposals were on farms, large acreage that people owned and for whatever reasons decided to sell them; and when you go to sell your land, you look at the zoning, and the person who wants to buy it is going to develop it in accordance to how the land is

zoned; and most of the land in this study area is currently zoned residential. Most of it.

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

MR. PLATT: Yes, sir?

MR. VAN PELT: My name is Bill Van Pelt. I live in Halfmoon, I work in Latham. I live in Halfmoon because it is an area that can provide affordable housing which I was unable to find in Colonie or in Latham at the time. I think growth is inevitable. You're not going to get away from it. It's going to continue up north. Eventually these improvements on Route 9 are going to happen north of there. You may end up with six lanes from Clifton

Park to Boght Corners and a bottleneck at Boght Corners with four lanes because you're not going to stop the other towns. These sewers are going to have to go in whether there is planned development in Boght Corners area or not. Eventually the people living there are going to need a sewer system. This plan development with affordable housing increases the tax base to help pay for these things so the people in this area are eventually going to end up with increased taxes to pay for something that is inevitable anyway, and if the Town continues to hold up this type of growth, then the people living there are going to pay for it, pay for the improvements, and it's going to happen all around them. That's basically all I have.

MR. PLATT: Thank you. Anyone else?

Yes, sir?

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

MR. PLATT: One's right on your --

MR. TREMBLY: One's right behind my back yard eventually, I can't question that; but which ones are the five of the 700-some-odd houses that are being talked about right now? That's my first question.

MR. PLATT: O.K.

MR. WOODS: This exhibit illustrates all the developments that were included as part of the study. First is Northbrook and State Street, 304 units right in this vicinity (indicating). Second is Hunters Run which is right in this area here.

MR. PLATT: Could you give them the geographic boundaries of each subdivision?

MR. WOODS: Sure. Hunters Run is just north of Columbia Street and west -- excuse me. East of East Skyview Drive and to the west of Baker Ave. Number 3 is Salt Kill Estates at 74 units located generally south of Columbia Street and east of Cora Drive. Four is Manchester Heights which is approximately 77 units which is just south of Boght Road. Number 5 is Spring Meadows, which is 197 units which is generally south of Alternate 7 and north of Haswell

Road; and the sixth is Riverfield Estates, which is 68 units just west of Boght Road and south of Haswell Road, and those are the current proposals in front of the Planning Board that were included as part of the study.

MR. VAN PELT: O.K. My next question is the 700-and-some-odd houses, whenever they get their green light, how soon will all those 700 houses be there? I know we're using projections or whatever, but how soon will all those 700 houses be there?

MR. PLATT: That would depend strictly on the economy at that time. If you get back up into 17, 18, 19 percent interest rates, very few of them will be built. If you have the boom that you had in the last five, six years, I'd say the average subdivision today is approximately -- depending on the size, but -- what would you say, two to three years? Maybe four. For a 50-lot residential subdivision, I'd say it's a two- to three-year buildout from the time the first one is sold.

MR. VAN PELT: But roughly -- I mean, given the last five years, or whatever, O.K., how long -- I mean how many of these projects are actually

-- once this plan is final, O.K., or whatever happens with this plan, how soon will these developments be able to start once there's moratorium?

MR. PLATT: It depends how far they are in the pipeline already. Some of them have concept of approval and are working towards final approval. The Ellis site has just been before our Board once. That will probably take the longest. The big thing is how we're going to start to implement these quote, unquote, "fees" to help pay for these improvements.

MR. VAN PELT: How soon will -- O.K. Like Hunters Run has almost got final approval. They were ready to go last year until this moratorium was put into effect. How soon are they going to be able to start as well as all the other ones?

MR. PLATT: I'd be venturing a guess for any one of them. Hunters Run, possibly this coming building season.

MR. VAN PELT: Meaning spring?

MR. PLATT: 1989. Now, again, all 25 of those homes wouldn't be built by next -- this coming December.

MR. VAN PELT: Right.

MR. PLATT: Right.

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

MR. PLATT: Again -- Susan, are you here?

MR. O'BRIEN: She left.

MR. PLATT: I'm strictly talking to you as a layman now because I don't think anybody knows that much about it, but the way it's been explained to the Board is that it has -- the monies have to be specifically designated for one thing. Whether it's highways or sewers or water or whatever. But you can't start spending it all over the lot for everything. My guess in this particular instance is it would probably go for highways. So as -- and let's take the example of residential subdivisions. Hunters Run is 25 units. Let's jusy arbitrarily say the fee for a residential lot becomes \$2,000 a unit. So again, does he pay this \$2,000 when he gets final approval for a total amount of \$50,000, and does he pay \$2,000 per lot as he sells

them? I don't think that's been even determined yet. It would be put in a kitty and as the fund grew, the most important item that had to be taken care of would be the first one where the money would be spent. Now, if you happen to own a 20-acre parcel that was zoned residential and you didn't sell it for 30 years, 50 years, whatever, you gave it to your children, they held onto it, they would not pay any fees until actual development occurred on the property.

MR. VAN PELT: I don't have to worry about that. The total -- let's round it off, the \$60 million -- I know it's 56,8-, or whatever it is. Let's say \$60 million. Of all the projected proposals -- excuse me. I don't want to call it proposals, whatever, the concepts, was it looked at as to how much -- how much would be able to -- is there other avenues as in federal government and state?

MR. PLATT: That's probably the main reason we're sitting here tonight, is federal and state funds are almost non-existent today. So all municipalities are facing this same problem. Now, years ago, like Mr. Marion said, the federal government paid 90 percent of the sewer district, they paid for

water, they paid for your highway improvements, and that is just drying up; and the question is, where are all municipalities going to find the funds to make these infrastructure improvements.

MR. VAN PELT: O.K.

MR. PLATT: Yes, sir?

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

MR. PLATT: The whole Town.

MR. SOMMETER: The whole Town?

MR. PLATT: Yes, sir.

MR. REEPMAYER: I heard you mention in answer to this gentleman's question something about a fee for development. Then you said if a person hands it down to his children, there won't be any charge. Would there be a charge -- wait a minute. I think you're going to answer me before I ask it. If they build a house on it for their own personal use or is this just for development?

MR. PLATT: For everyone. Again, we're just talking.

MR. REEPMEYER: I know this is speculation, but I just wanted to --

MR. PLATT: You can't very well do it for the guy that's building ten and tell the guy that's building one, that you're excluded, no.

MR. REEPMEYER: I wanted to get it clear.

MR. PLATT: Yes, sir?

MR. TREMBLY: Just one more. Leonard Trembly again. Was there any projections made as to -- I apologize, I wasn't able to get to the library to look at the document. Was there a proposal as to what might be expected of the tax base with all of these improvements or, quote, improvements?

MR. PLATT: That would be another major source. We're not saying the fees would come anywhere near paying for all of the improvements.

MR. TREMBLY: Everybody realizes taxes is going to pay for a majority of it. Is there any idea or concept as to roughly the amount of increase percentagewise, dollarwise per thousand?

MR. PLATT: I don't think there was. Was there, Larry?

MR. WOODS: We didn't break it down as

far as taxes were concerned, no, we didn't apply taxes to the improvements. All we did is ran fiscal impact models and that's included in the document and that explains -- we projected the growth and ran a model to determine what the revenues were going to be and what the projected costs were going to be to the Town. I think if you review that section it will explain -- maybe give you some of the answers to some of your questions.

MR. TREMBLY: Is this document still going to be in the library for the next --

MR. PLATT: I was just thinking, if it's all right with Dan, George, Dominick. Dan Widgeck, is he here? We can probably gather up a half a dozen of these reports. If you want to sign out for them, just see that we get them back, if that'll help you along with that, and there are copies at the library?

MR. DeLAUGHTER: There are two copies for review at the library, yes. They will be there for the remainder of the comment period.

MR. PLATT: How about at the Department itself?

MR. DeLAUGHTER: I believe we have one copy available there.

MR. PLATT: Anything else?

MR. SOMMETER: Back a few months ago, Clough-Harbour did a study and submitted the plans for a Jeep dealership, and I somehow get the impression that the Town was not happy with the total plan in the numbers and impact research that they did in that area. Now we're back here and we're following their guidelines again. How do we know they're within --

MR. PLATT: Well, that project along with the five residential proposals that we referred to a couple of minutes ago, and I believe the old -- what's the shopping center across from Colonie Theatre, the Aragon, where the A&P used to be, those two commercial projects were also put on hold. Now, once this is accepted and whatever we have to do to complete this study, I assume they're going to go back, I believe in the case of Armory Garage, is going back to the Zoning Board of Appeals, because there is a need for a variance, and Aragon's old shopping center, I believe, had concept approval. So they would go forward with getting final approval. O.K. I should

also emphasize now there are ten more days that you can submit one question, a hundred questions, whatever is on your mind, whatever you think about in the next three, four, five, seven days. Just write them down and get them over to the Planning Department on Maxwell Road and they'll become a part of this document, and we hope to be able to address each and every one of them. There is a lot of technical things here tonight about the sewers which I just don't have it up here (indicating) to answer why you don't have them as opposed to somebody else. Generally it's an engineering problems, but we'll find out for you.

MRS. DELLA ROCCO: I was told I was too low, that I couldn't hook onto the sewer system, I'd have to put a pumper in. I said, "Well, where do you want to put a pumper?" They said, "The Town won't. They don't want to maintain it."

MR. PLATT: Anything else?

(There was no response.)

MR. PLATT: Now, if anyone wants a copy of these books, if you'd come up to the table and we'll see that you can borrow one. We thank you all for

coming and Kevin, will there be another public hearing forum?

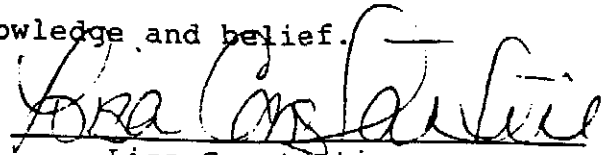
MR. DeLAUGHTER: No. No, there won't.

MR. PLATT: O.K. Thank you all for coming.

(Whereupon, at 8:50 p.m., the proceedings in the above-entitled matter were concluded.)

C E R T I F I C A T I O N

I, LISA CONSTANTINE, a Shorthand Reporter and Notary Public in the State of New York, do hereby certify that the foregoing record taken by me at the time and place noted in the heading hereof, is a true and accurate transcript of same, to the best of my knowledge and belief.


Lisa Constantine

Dated: March 16, 1989