

---

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 houered 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 Guptill'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