

October __, 2017

RE: SUPPORT TOWN CENTER PDD

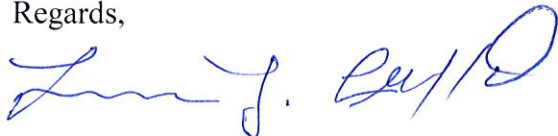
Dear Town Board Members,

My name is Frank Clifford and I own **Automated and Management Solutions** located at 743 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in blue ink, appearing to read "Frank Clifford", is written below the "Regards," text.



302 Washington Ave. Ext. • Albany, NY 12203 • 518-452-8200

October 10, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Steve Obermayer and I am the CFO at BBL Construction. BBL owns, manages, and invests in various real estate holdings throughout East Greenbush. I grew up in East Greenbush and have operated businesses there for many years. Unfortunately, I have seen a decline of the Columbia Turnpike Corridor from its once dominate and vibrant position. The current condition requires immediate attention. The corridor's deteriorating physical appearance and functionality have not been properly addressed for too long.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential component will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated area. This development will act as a beacon and be the first step in the right direction. I expect to see other business owners follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in blue ink, appearing to read "Stephen Obermayer".

Stephen Obermayer
Chief Financial Officer

October __, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Dave Becker and I own **Becker's Farm** located at 420 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,



October 9, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Derek Sutton and I own DLS Fleet Solutions located at 98 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in black ink, appearing to read "Derek Sutton", written in a cursive style.

October 11, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Scott Commander and I own **Funplex Fun Park** located at 589 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

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Regards,

A handwritten signature in dark ink, appearing to be "SCOTT", written in a cursive style.

October __, 2017

RE: SUPPORT TOWN CENTER PDD

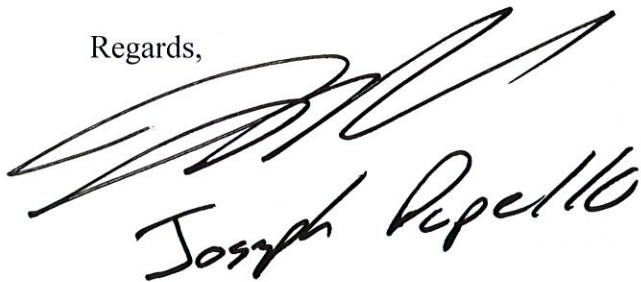
Dear Town Board Members,

My name is Joe Pupello and I own Grand Preimer Tire located at 591 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,



Joseph Pupello



FULL SERVICE COMMERCIAL REAL ESTATE BROKERAGE

November 2, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members:

My name is Todd Drowlette and I own IKON Realty Group in Albany. I have handled the leasing of Peter Harris Plaza in East Greenbush for about 10 years and handled the leasing of the Price Chopper center on Columbia Turnpike for several years up until the recent sale to Nigro Companies. My company also brokered the Starbucks deal, the CVS deal, and the Berkshire Bank deal on Route 4 (among others).

I am in support of additional development on the Columbia Turnpike corridor. Currently, it is difficult to entice many national retailers to consider this road, because they think the Route 4 corridor is more of a regional draw even though those who live and work in East Greenbush know it serves the same people. I am in favor of the proposed Town Center PDD at 580 Columbia Turnpike.

Regards,

A handwritten signature in blue ink, appearing to read "Todd J. Drowlette", with a stylized flourish at the end.

Todd J. Drowlette
Principal
IKON Realty Group, LLC

October 11, 2017

RE: SUPPORT TOWN CENTER PDD

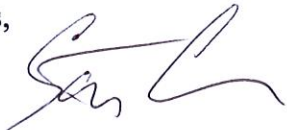
Dear Town Board Members,

My name is Scott Commander and I own **Lickety Split** located at 589 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in black ink, appearing to read "Scott Commander", written over the "Regards," text.

October 8, 2017

RE: SUPPORT TOWN CENTER PDD

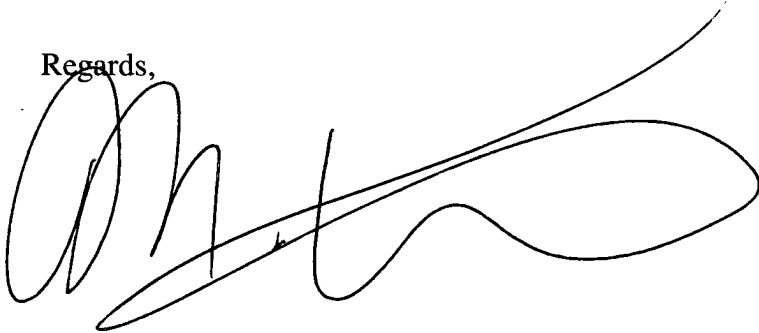
Dear Town Board Members,

My name is Michael Rubinchuk and I own **Michael's Auto Plaza** located at 601 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A large, stylized handwritten signature in black ink, likely belonging to Michael Rubinchuk, written over the "Regards," text.



Town Board
Town of East Greenbush
225 Columbia Turnpike
Rensselaer, NY 12144

October 17, 2017

RE: Town Center PDD

Dear Town Board Members:

I urge you to support the Town Center PDD. I have own and operated Mr. Subb at 3 Troy Road in East Greenbush for over 25 years. I have witnessed the decline of the Columbia Turnpike Corridor. Many business have migrated to the Route 4 corridor in North Greenbush and have left our area lacking. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too.

Sincerely,

A handwritten signature in black ink that reads "William F. Pompa".

William F. Pompa
President

October __, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Ben Patel and I own Americas Best Value Inn located at 576 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in dark ink, appearing to read "Ben Patel", with a stylized, flowing script.

November 2, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Peter Elitzer and I own Peter Harris Plaza located at 574 Columbia Turnpike in East Greenbush. I grew up in East Greenbush and have operated my business in East Greenbush for over 40 years; I recently gave my property a face lift to help better compete with the Route 4 corridor.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in East Greenbush. I can't think of a better use of the land. I support the Town Center PDD.

Regards,

A handwritten signature in cursive script, appearing to read "Peter H. Elitzer".

Peter H. Elitzer

Owner - Peter Harris Plaza

President – Peter Harris Clothes

PRATT PLUMBING & HEATING, INC.

**PLUMBING & HEATING CONTRACTORS
67 PHILLIPS ROAD
RENSSELAER, NEW YORK 12144
PHONE (518)477-9643
FAX (518)477-4542**

10/11/17

RE: SUPPORT TOWN CENTER PDD

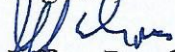
Dear Town Board Members,

My name is Jeff Rosch and I own Pratt Plumbing and Heating, Inc., located at 67 Phillips Road in East Greenbush. My family and I have operated our business in East Greenbush for over 70 years and have witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridor's deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units, over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the center of our town. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owners follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,



Jeffrey Rosch

President

Pratt Plumbing & Heating, Inc.

October __, 2017

RE: SUPPORT TOWN CENTER PDD

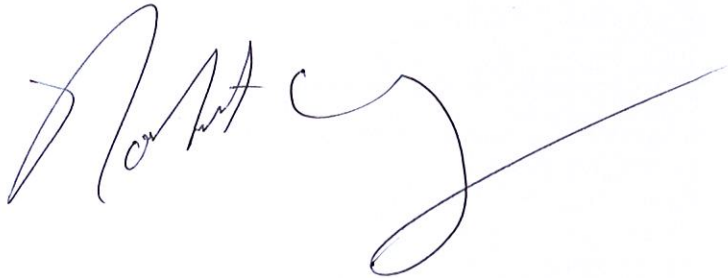
Dear Town Board Members,

My name is Robert Zinzow and I own the **Rensselaer Appliance** located at 400 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in dark ink, appearing to read 'R. Zinzow', followed by a long, sweeping horizontal line that extends to the right.

October 10, 2017

RE: SUPPORT TOWN CENTER PDD

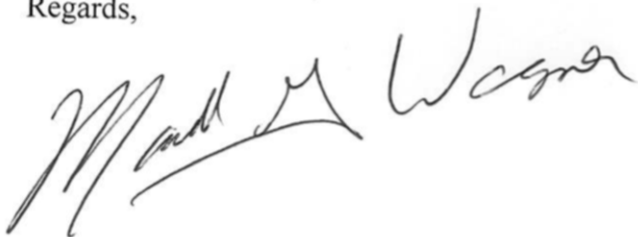
Dear Town Board Members,

My name is Marshall Wagner and I own Wm. J. Rockefeller Funeral Home located at 165 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in black ink, appearing to read "Marshall Wagner". The signature is fluid and cursive, with the first name "Marshall" written in a stylized, overlapping manner.

October __, 2017

RE: SUPPORT TOWN CENTER PDD

Dear Town Board Members,

My name is Frank Clifford and I own **Storage Solutions** located at 590 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,

A handwritten signature in blue ink, appearing to read "Frank Clifford". The signature is written in a cursive, flowing style.

October 8, 2017

RE: SUPPORT TOWN CENTER PDD


Dear Town Board Members,

My name is Larry Jasenski and I own the Subway store located at 600 Columbia Turnpike in East Greenbush. I have operated my business in East Greenbush for many years and witnessed the decline of the Columbia Turnpike Corridor. The current condition requires immediate attention. For far too long the corridors deteriorating physical appearance and functionality has been ignored.

I am excited to hear about the proposed Town Center PDD at 580 Columbia Turnpike. This development will include 300 new luxury multifamily units and over 12,000 square feet of commercial retail space and will represent an enormous investment in the corridor. I think the added residential density will help bolster the existing commercial and retail space along Columbia Turnpike as well as provide a fresh and new appearance to a critical location in the dated corridor. This development will be a substantial first step in the right direction along a corridor that has been deteriorating for decades. I expect to see other business owner follow with reinvestment in their properties.

I support the Town Center PDD and hope you do too!

Regards,


Lawrence Jasenski Jr.
CEO - Dropr Development

RECEIVED

1

AUG 22 2018

DEPT *Planning*

1
2 To the Planning Board of East Greenbush:

3
4 My name is Donna Moran. I lived in East Greenbush
5 from 1972 through 2015 when my husband and I sold
6 our last home and we are now in an apartment at
7 Spinney in Castleton. We are now purchasing a lot
8 that backs up to this new project. We are very
9 excited to see a project of this type in East
10 Greenbush. There was nothing like it when we sold
11 our house in 2015, with an attached garage. Spinney
12 is 100 percent occupied and as they built their new
13 cottages, all the cottages were rented before they
14 were completed. Our cottage was next to the model
15 for a while and I got to speak with many people
16 looking for an apartment and the reason people picked
17 it was the attached garage. There were actually many
18 young professionals who showed up, but didn't meet
19 the age requirement.
20 I know a lot of people say, "Why not houses," but
21 that is not what is needed at the present time. We
22 are actually getting houses with a new development on
23 Phillips Road. What is needed is apartments, luxury

DONNA MILLER MORAN
(518) 479-3510

1
2 apartments with garages. These are one and two
3 bedroom apartments that will draw many young
4 professionals and I believe retirees who want to
5 stay in the area. We are hoping that these new
6 apartments will bring other restaurants and stores
7 to Route 9 and 20.

8 I have been the court reporter for zoning since
9 1996 so I know people don't want to see anything in
10 a spot where there was nothing before, but people and
11 developers have a right to develop their land and my
12 husband and I both feel this is a good project and
13 a needed project for the town. It is what the
14 demographics call for. Three years ago I might
15 have said houses, but we both just see the need for
16 apartments and we know people who wanted to stay in
17 East Greenbush, but had to go to Northern Pass in
18 Latham and other places to get apartments with
19 attached garages. I think we as a town should try
20 to keep these people in our town of East Greenbush.
21 Thank you.

22 Donna and Mark Moran
23

DONNA MILLER MORAN
(518) 479-3510

RECEIVED

AUG 22 2018

DEPT. *Planning*

TOWN OF EAST GREENBUSH PLANNING BOARD

TOWN HALL, 225 COLUMBIA TURNPIKE, RENSSELAER, NY 12144 (518)477-2005 FAX (518)477-2386

MEMORANDUM

LEGAL NOTICE TOWN CENTER PLANNED DEVELOPMENT DISTRICT PLANNING BOARD TOWN OF EAST GREENBUSH

PLEASE TAKE NOTICE that the Planning Board of the Town of East Greenbush will hold a public hearing on August 22, 2018, at 7:05 p.m. at the East Greenbush Town Hall, 225 Columbia Turnpike, East Greenbush, New York, on the application of 580 Columbia Turnpike, LLC for establishment by local law of a Planned Development District ("PDD") called the Town Center Planned Development District at 580 Columbia Turnpike and the surrounding areas in the Town in connection with the proposed development of multifamily residential units and commercial space within the PDD.

At the above time and place, all interested parties will be given an opportunity to be heard.

By order of the Planning Board

Matt Mastin, Chairman

To Town of East Greenbush Planning Board:

I would be in favor of planned developments that will support housing and business development along 9/20 in East Greenbush. A project like this will impact the tax base in a positive way and be a stimulus for more development. It will also encourage people to move to East Greenbush.

Kindly,

James Leyhane
8 Elmwood Dr
East Greenbush NY 12061

RECEIVED

AUG 22 2018

DEPT *Planning*

TOWN OF EAST GREENBUSH PLANNING BOARD

TOWN HALL, 225 COLUMBIA TURNPIKE, RENSSELAER, NY 12144 (518)477-2005 FAX (518)477-2386

MEMORANDUM

LEGAL NOTICE
TOWN CENTER
PLANNED DEVELOPMENT DISTRICT
PLANNING BOARD
TOWN OF EAST GREENBUSH

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Kindly,

Richard H. Danner
Danner Veterinary Clinic

RECEIVED

AUG 22 2018

DEPT. *Planning*

TOWN OF EAST GREENBUSH PLANNING BOARD

TOWN HALL, 225 COLUMBIA TURNPIKE, RENSSELAER, NY 12144 (518)477-2005 FAX (518)477-2386

MEMORANDUM

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Kindly,

Tracy
8/17/18

Roberto R. Martinez M.D.
624 Miller Rd.
East Greenbush, NY 12061

TOWN OF EAST GREENBUSH PLANNING BOARD

TOWN HALL, 225 COLUMBIA TURNPIKE, RENSSELAER, NY 12144 (518)477-2005 FAX (518)477-2386

MEMORANDUM

LEGAL NOTICE TOWN CENTER PLANNED DEVELOPMENT DISTRICT PLANNING BOARD TOWN OF EAST GREENBUSH

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At the above time and place, all interested parties will be given an opportunity to be heard.


By order of the Planning Board

Matt Mastin, Chairman

To Town of East Greenbush Planning Board:

I would be in favor of planned developments that will support housing and business development along 9/20 in East Greenbush. A project like this will impact the tax base in a positive way and be a stimulus for more development. It will also encourage people to move to East Greenbush.

Kindly,


Aug 17
Tom Davis 5/21/07

RECEIVED

AUG 22 2018

DEPT Planning

Wednesday, 22 August 2018
M. Senick (Resident Parkview Drive)
Ph: (518) 477-9667

TO: East Greenbush Town Board Members

SUBJECT: Public Hearing on Proposed Town Center Planned Development District (PDD)

The following summarizes my primary environmentally-related concerns on the Town Center PDD.

The following is stated in the project application package:

1. A Soil survey conducted identified most of the soils to be impacted (graded/ removed/ covered) as Hydrologic Soils Type A. The main importance of these soils is that they have low runoff potential and high infiltration rates.
2. The project site currently drains mostly via surface runoff. The northerly (front) 1/3 of the site drains towards Columbia Turnpike, and the southerly (back) 2/3 of the site drains in a southerly fashion towards the project boundaries on Parkview Drive and Jefferson Rd.
3. Hart Engineering states in the project application package that there will be NO IMPACT to Land and NO IMPACT to Flooding. The application states that the site grading would result in the removal of more than 1,000 tons of natural material.
4. Per the provided site map, the entire project footprint is located on a designated NYSDEC Regulated Freshwater Wetland Check Zone. In addition, the southern border of the project encroaches on an already established NYS Regulated Freshwater Forested/Shrub Wetland.
5. In the project application, Hart Engineering states that much of the 35-acre parcel has been already disturbed and consists of old buildings, asphalt parking lots, gravel parking lot, gravel roads and equipment storage areas.

My concerns from these statements are:

ITEMS 1, 2, and 3 above. Currently, the Hydrologic Soil Type A at the site along with the forested and vegetation cover provide a natural protection against flooding and erosion. The extensive removal of forested and vegetation cover and replacement with impervious surfaces will result on increased surface water runoff, to both, on to the Columbia Turnpike and on to the south border (all along the backyards of the residences along Parkview Drive and many along Jefferson). This

increased flooding potential will represent economic losses to property and increased concerns with traffic safety, especially during overnight freezing conditions endangering human lives.

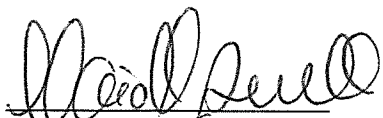
The current project plan does not include any expansion of the town's existing water conveyances, including storm water systems. The substantial increase to the storm water surface runoff to the town's storm water system will place an excessive demand in an already burdened system capacity. The mitigating measures briefly described in the application for storm water management are severely insufficient. No determination should be taken by the Town Board without a thorough and responsible review of a Storm Water Discharge Pollution Prevention Plan to be submitted by the Developer **PRIOR and not after project consideration**. In addition, developer(s) must provide a Soil Erosion and Sedimentation Plan based on New York Guidelines for Urban erosion and Sedimentation Control (SCS 1989) to the Town **PRIOR** to commencement of site work.

ITEM 4 above. The application provided for my review did not included a Wetland Delineation although it referenced an Appendix (?). The entire project site footprint is on a regulated wetland Check Zone. No determination should be taken by the Town Board without a thorough and responsible review of a Wetland Delineation of the check zone **IN ADDITION** to a Wetland Impact Mitigation Plan for the already established forested/shrub wetland **BEFORE and not after project consideration**.

ITEM 5 above. According to the Developer's submitted documentation and their cartographic research detailed on the Phase 1A Literature Search and Sensitivity Assessment & Phase 1B Archaeological Field Reconnaissance Survey East Greenbush Town Center PDD Project, most of the 35-acres site to be impacted is currently occupied by forested wooded area and, in accordance with early cartographic records, **has never been developed**.

I would like to reiterate the recommendations to the Town Board by *MJ Engineering and Land Surveying, P.C.* on report dated Nov 27, 2017, in which it is strongly recommended that given the extent of new peak hour vehicle trips that will result from the project, a new study shall be furnished to the Region 1 Office of the NYS Dept. of Transportation (NYSDOT) and that initial feedback be received from the NYSDOT **PRIOR to the Town acting on the PDD**.

Please be advised that my intent is to follow on the items above via the proper established process with the Town Board and the cited regulatory agencies.



MAIRA M. SENICK, Town Resident
28 Parkview Drive
Rensselaer, NY 12144

RECEIVED

AUG 22 2018

DEPT. Planning

Wednesday, August 22, 2018
Planning Board Public Hearing
Town Center Development Project

Good evening.

I am here tonight to speak in **opposition** to the proposed Town Center Development Project.

Some people may not know that, in addition to all of the single family homes, the condominiums, and the town homes, the town also has seven (7) apartment complexes in the East Greenbush 12061 zip code and six (6) additional apartment complexes close to Columbia Turnpike in the Rensselaer 12144 zip code. It is for this very reason that East Greenbush is called a "**bedroom community.**" Therefore, the premise that residential apartment development needs to occur to provide a customer-base for new businesses along Columbia Turnpike seems flawed on its face. Unfortunately, we can see with our own eyes that the entire town of 16,500 residents, PLUS the many hundreds of people who work in East Greenbush but don't live here, has failed to bring any significant improvement to the business climate on Columbia Turnpike. As such, can we really say with straight faces that this particular project will jump start development on Columbia Turnpike? I, for one, sincerely doubt it.

However, and more importantly, at the February board meeting, resolution 37-2018 authorizing the solicitation of requests for proposals for the updating of the town's comprehensive plan was passed unanimously by the town board. As such, the proper and responsible course of action, in my view, is to **defer any action on all pending or future PDD applications involving property adjacent to Columbia Turnpike at least until the aforementioned updating of the town's Comprehensive Plan, Comprehensive Zoning Law, and the Generic Environmental Impact Statement documents has been completed.**

The Town Board did the right thing by approving resolution # 37, which states that **"the Town of East Greenbush recognizes that the comprehensive plan provides the essential foundation for guiding future development."** It is now incumbent upon the board to SUPPORT this resolution by moving to put PDD applications ON-HOLD, particularly for projects adjacent to Columbia Turnpike, until the updating of these critically important documents has been completed. Failure to do so could result in a strain on the town's aging infrastructure, particularly the town's underground sewer infrastructure, the structural integrity of which is *unknown* because, as Councilor Rick Matters has previously mentioned on numerous occasions, the town

does not have, nor has ever had, a **comprehensive capital asset plan**, which would include, among other things, the identification, age, and condition of all components of our underground sewer infrastructure. I am not suggesting a moratorium on PDDs, just deferring action on them until the updating of the aforementioned documents has been completed by the Town Board following its receipt of recommendations from the Town's consultant. This course of action may not please the developer, whose primary goal is to, of course, make money; however, under these circumstances, not even the developer, who also happens to be a tax paying resident of the town, can dispute that this course of action is the right and responsible thing to do for successful future development in East Greenbush.

I respectfully request that these comments be entered into the record.

Thank you.

Mary Ann Matters
5 Bonnie Court
East Greenbush, NY 12061

Seven Apartment Complexes in the East Greenbush 12061 zip code:

1. Horizon Ridge, Horizon View Drive, East Greenbush 12061
2. Mill Creek Apts., 16 Mill Creek Drive, East Greenbush 12061
3. Forrest Pointe, 1 Forrest Pointe Drive, East Greenbush 12061
4. Greenbush Station 737 Columbia Turnpike, East Greenbush 12061
5. Greenbush Terrace, 95 Gilligan Road, East Greenbush 12061
6. The Kensey on Elliot, 50 Elliot Road, East Greenbush 12061
7. Tuscany Villas, 737 Columbia Turnpike, East Greenbush 12061

Six Apartment Complexes in the Rensselaer 12144 zip code:

1. Brafferton Square Apts., 100 Orchard Street, Rensselaer 12144
2. Oak Hill Apts., 6601 Oak Hill Circle, Rensselaer 12144
3. Capitol View Apts., 7 Elm Court, Rensselaer 12144
4. Greenbush Village Apts., 25 Crotched Mountain Way, Rensselaer, 12144
5. Partridge Hill Apts., 5 Valley View Blvd., Rensselaer 12144
6. Van Allen Apts., 10 Van Allen Way, Rensselaer 12144

The foregoing resolution was duly moved by Supervisor Conway and seconded by Councilor Warner and brought to a vote as follows:

Supervisor J. Conway	VOTED:
Councilor G. Warner	VOTED:
Councilor T. Tierney	VOTED:
Councilor H. Kennedy	VOTED:
Councilor R. Matters	VOTED:

36-2018 A Resolution Approving the Sick Leave Bank Policy for Full-Time Non-Union Employees

WHEREAS, the Town Board approved the new Town Employee Handbook on December 21, 2017, and Section 703 permits the creation of a Sick Leave Bank; and

WHEREAS, the Town Supervisor, along with the Director of Finance consulted with the Town's Labor Counsel on the procedural and the legal aspects of the policy; and

WHEREAS, the Sick Leave Bank Policy is an important policy as it would provide time for full time employees who face serious or prolonged illness or injury to help protect them from the financial burden caused by such prolonged, catastrophic, or long-term illness or injury; and

WHEREAS, the Town Comptroller confirms that this resolution could have a material impact on the Town's Finances;
now, therefore, be it

RESOLVED, that the Town Board does hereby approve the Sick Leave Bank Policy to be added as an Amendment to the Town's Employee Handbook.

The foregoing resolution was duly moved by Councilor Kennedy and seconded by Councilor Warner and brought to a vote resulting as follows:

Councilor H. Kennedy	VOTED:
Councilor G. Warner	VOTED:
Supervisor J. Conway	VOTED:
Councilor T. Tierney	VOTED:
Councilor R. Matters	VOTED:

37-2018 A Resolution Authorizing the Solicitation of Request for Proposals for Updating the Town of East Greenbush's Comprehensive Plan

WHEREAS, the Town of East Greenbush wishes to solicit sealed competitive bids from qualified Planning Consultants to update the Town of East Greenbush's Comprehensive Plan, Comprehensive Zoning Law and the Generic Environmental Impact Statement (GEIS) documents; and

WHEREAS, the Town of East Greenbush has experienced changes associated with significant growth within the community and in the region, prompting a need to review the comprehensive plan to ensure future growth and changes are in harmony with the community's vision; and

WHEREAS, the Town of East Greenbush recognizes that the comprehensive plan provides the essential foundation for guiding future development and has demonstrated a commitment to maintaining the comprehensive plan document to effectively guide development in East Greenbush, writing the first Comprehensive Plan in 1970 and performing a complete Comprehensive Plan update in 1993; and

WHEREAS, the Town of East Greenbush last updated the land use element of the Comprehensive Plan in 2006, and the Director of Planning believes that the comprehensive plan should be reviewed and updated at least every ten (10) years so that the Town's vision and goals are accurately articulated and that the comprehensive plan, zoning, and GEIS documents form an integrated guide and blueprint to systematically support future development and growth in the Town that is harmony with the community's vision; and

WHEREAS, the Town Comptroller has stated that soliciting bids will have no material impact on the Town's Finances;

now, therefore, be it

RESOLVED, that the Town of East Greenbush seeks proposals from qualified consultants or firms interested in providing the services listed above;
and be it further

RESOLVED, that the Director of Finance will take all necessary actions to solicit proposals for updating the Comprehensive plan, Comprehensive Zoning Law and GEIS document.

The foregoing resolution was duly moved by Supervisor Conway and seconded by Councilor Matters and brought to a vote resulting as follows:

Supervisor J. Conway	VOTED:
Councilor R. Matters	VOTED:
Councilor T. Tierney	VOTED:
Councilor H. Kennedy	VOTED:
Councilor G. Warner	VOTED:

38-2018 A Resolution Approving the Professional Services Agreement with New York Municipal Insurance Reciprocal (NYMIR)

WHEREAS, the Town, through its insurance broker Rose & Kiernan, Inc., received a proposal for Insurance Coverage for the period of March 1, 2018 – February 28, 2019 as follows:
and

Carrier	2017-2018 Expiring	2017-2018 Renewal Quote
New York Municipal Insurance Reciprocal	\$176,706.66	\$179,046.26

WHEREAS, the Town has contracted with New York Municipal Insurance Reciprocal (NYMIR) since 2013 and this has proved to be an invaluable resource through providing training, webinars and seminars to employees, safety inspections, as well as their assistance throughout the Waste Water Treatment Plant Sludge Spill of 2015; and

WHEREAS, increases have been seen by all municipalities covered through NYMIR as a result of an increase in claim activity; and

WHEREAS, the Town Comptroller has confirmed that the provisions of this resolution were planned for in the 2018 Town budget;

now, therefore, be it

RESOLVED, that the Town Board of the Town of East Greenbush does hereby approve the renewal of the agreement with New York Municipal Insurance Reciprocal (NYMIR) for the policy year March 1, 2018 – February 28, 2019 for the amount of \$ 179,046.26.

300 Apts 8 22, 2018

RECEIVED
AUG 22 2018
DEPT *Planning*

I am a Real Estate Broker and owner of Bicentennial Realty which was established in 1976. I live on Parkview Dr for over 50 years. *My name is Jean Joy*

It's always been a great family neighborhood. People walk their baby carriages, youngsters on bikes and dogs on leashes. It's nice to be able to walk a neighborhood and talk to the neighbors. The roads are narrow with no sidewalks, however, I have never known of a pedestrian and vehicle accident. With 500+ vehicles moving in and about no one can give me a definite answer as to thru traffic on Jefferson Ave and Eckman Place, this will change. Even if we get an answer as to a permanent gate, this could change in future years.

These apartments will devalue our homes. People are starting to sell and move out already. If new Buyers are not made aware of the apartments, this could result in a lawsuit. For example, we had a similar listing in Menands, 9 Kingston St (a 3 bedroom home with basement and attached garage, 1,152 sq.ft.) with apartments at the end of the street and a barrier gate which didn't keep people and bikes from entering.

Remarks from Realtors were, "Apartments at end of street is a negative". After 97 days on the open market, listed for \$145,000, reduced to \$117,392, it sold for the low price of \$80,500.

I believe 300 apartments is too high a number, even with the gradual 5 year approach that is being proposed. I believe that would cause too much congestion for East Greenbush.

Major disruption of East Greenbush life would not be worth the construction of the Town Center.

Daniel Kennedy

33 Jefferson Ave • Rensselaer, NY 12144 •

REC'D
SEP 25 2018
DEPT Planning



9/23/18

Town of East Greenbush
Planning Department
225 Columbia Turnpike
Rensselaer, NY 12144

To Whom It May Concern:

I am writing to express my opposition to the Town Center PDD project. I live at 33 Jefferson Ave. The Town Center PDD project aims to place a 3-story, multi-unit apartment building with parking lot for 79 cars directly behind my property. Due to differences in elevation, the 3-story building would appear as a 4-story building as viewed from my property, which does not fit the character of the neighborhood, and the capacity of the parking lot indicates that my property would have more traffic off of the rear property line than is currently in front, giving my property the feel of a double-frontage lot. I would like the Town to consider the burden that would be placed on my property and the potential effects of decreasing my property value. I am concerned that the PDD intends to implement only a 25' buffer zone between my property and the development of the PDD. The existing deciduous vegetation to be used as a buffer is not very dense and I am concerned with the amount lighting that will bleed onto my property and into my home. I have enclosed a drawing that depicts the lighting from car headlights (highlighted in yellow) that will be directed at my property from the parking lots of Buildings C and D. Building D's parking lot has capacity for 117 cars. I would like the Town to consider increasing the depth of the buffer zone between properties on Jefferson Ave. and Building C and decreasing the height of Buildings C and D to more closely fit the character of the adjacent neighborhood. I would also like the Town to require a vegetative buffer of sufficient depth between the PDD's private road and 37 Jefferson Ave.

The PDD has an awkward shape and design that creates an isolated, cul-de-sac apartment complex. It does not fit the character of the adjacent Woodland Park neighborhood, which mostly consists of modest, single-story homes. The PDD's design does not appear to follow the recommendation of the 2014 Corridor Plan and Development Study, which encouraged a grid style development pattern to lessen the dependence on cars and increase the walkability of local neighborhoods (I have enclosed an excerpt from the study depicting isolated neighborhood development vs. grid style neighborhood development). I ask that the Town consider tying the PDD's private road into the Hannaford Plaza parking lot or Hannaford's marginal access road. At the very least, the PDD should include sidewalks on both sides of its private road, as per Subdivision Regulation Article VI, Section 2.E.1, to accommodate people who are walking from Woodland Park to points on the North side of the PDD's private road.

For the size of the project, the PDD appears to be lacking in regards to included amenities and usable open space. I would like the Town to look at whether a single walking path is an appropriate amenity package for a project of this scale that will reshape so many zoning laws and effect so many adjacent properties. There is no reason why this PDD should not enhance the neighboring community through amenities and usable open space. I ask that the Town looks into whether the PDD conforms with the local zoning laws and subdivision regulations with regards to amenities, open space, and greenspace (zoning laws 2.9.1, 2.9.5.C, 2.9.5.A, 2.9.5.B, 3.2.1.A.04, and subdivision regulation Article V, Section 1.A.1).

17-19 9/25/18**HART ENGINEERING**

RESIDENTIAL, COMMERCIAL & MUNICIPAL SITE DESIGN & DEVELOPMENT

1969 FERNDALE ROAD CASTLETON, NY 12033

(518) 479-4014 FAX (518) 477-6371
STEVEN P. HART, P.E.

Planning Board Chairman Matthew Mastin
Members of the Town Board and Planning Board
Town of East Greenbush
215 Columbia Turnpike
Rensselaer, NY 12144

September 25, 2018

RE: Proposed Town Center Planned Development District

Dear Chairman Mastin and Members of the Town Board and Planning Board:

On behalf of 580 Columbia Turnpike, LLC, we respectfully submit the following responses to the comments raised during the Planning Board's public hearing on August 22nd, 2018 and written comment received within the allotted time frame.

- 1. Comment: How will the proposed project impact the existing sanitary sewer system both at Corliss Ave Pump Station and the Town of East Greenbush Treatment Plant?**

Response: As part of the application related to the PDD a detailed engineers report was completed reviewing the existing infrastructure servicing the project. These reports were compiled based on historic data provided by the municipality and reviewed by the town designated engineer MJ Engineering. In addition, Hank Labarba of GPI Engineering was also engaged by the town to further review and validate this information. Recent infrastructure investments including slip lining, Corliss Ave Pump station upgrades, and upgrades to the Town's Wastewater Treatment Plant have all been taken into account. According to Hank LaBarba PE, ample capacity exists to service this project.

- 2. Comment: Has a wetland delineation been completed?**

Response: Yes, Norbert Quenzer of Quenzer Environmental, LLC has completed a wetland delineation of the proposed project area. This delineation was completed in April of 2018 and was later reviewed by Mr. Brad Sherwood of the Army Corps of Engineers (ACOE) on June 11, 2018 with a site visit. Quenzer Environmental, LLC determined that two of the three wetlands identified are isolated (non-jurisdictional) which were confirmed by Mr. Sherwood at the site visit. A formal letter from the ACOE will be provided by Mr. Sherwood.

- 3. Comment: The proposed development does not fit the current zoning.**

Response: The proposed development is inconsistent with the current zoning; however, the current Town of East Greenbush zoning code does provide for a Planned Development District provision which encourages incentive-based

zoning. The underlying B-1 zoning allows and encourages mixed use development similar in nature to the proposed development.

4. Comment: The proposed project will generate too much traffic.

Response: Creighton Manning Engineering, PLLC has completed a detailed traffic study which has been reviewed by both MJ Engineering (Town Designated Engineer) and New York State Department of Transportation. NYS DOT provided a letter of approval of the traffic study dated November 28, 2017. As part of the MJ Engineering application review dated November 27, 2017 additional comments were generated. The developer through Creighton Manning Engineering responded on January 8, 2018. These responses were reviewed by MJ Engineering as part of their review and the CME responses were agreed to as part of the MJ letter dated July 10, 2018.

5. Comment: East Greenbush is not a walkable community and this project will not make it walkable.

Response: Many improvements are being made throughout East Greenbush to enhance the walkability of the Community. This includes new sidewalks on Luther Road, ADA Compliant sidewalks by NYS DOT on Columbia Turnpike, and Albany Hudson Electric Trail Multi use path. Specific to the proposed project walkability enhancements include sidewalks throughout the development in addition to a multi-use pedestrian trail connecting the rear of the Hannaford Plaza and Eckman Place.

6. Comment: What unit styles and number of bedrooms will be offered within the development?

Response: The proposed project will include 1 and 2-bedroom units. The anticipated unit split would be approximately 30%-40% one-bedroom units and 60%-70% two bedroom units. The units in Area E, as per the concept plan, would have direct access units some of which would have attached garages as well.

7. Comment: The East Greenbush Central Schools are over burdened with students currently and are unable to accommodate additional students.

Response: The developer has provided enrollment information for both the entire EGCS D as well as specific to Genet Elementary School. This enrollment analysis shows historical enrollment and projected future enrollment. Enrollment across the entire district has been consistently decreasing by over 500 students over the last decade. Recently EGCS D considered shuttering Genet Elementary School prior to reinvesting in the buildings. Currently Genet has 436 students enrolled for the 2018-2019 school year. Based on NYS Education department thresholds a significant number of students can be added while not exceeding the maximum

thresholds. EGCSO has their own set of thresholds related to maximum number of students. EGCSO estimates that Genet could accommodate 60 more students without effecting their levels of service. Based on other similar multifamily and mixed-use development projects with 1- and 2-bedroom units, it is anticipated that this project will add 15 students per 100 2-bedroom units. This equates to approximately 30 students or an average of 2.5 students per grade. Based on 6 grades in the Genet Elementary School this would equate to 15 added students. This increase would be phased in over the full duration of the project.

- 8. Comment: The town does not have an inventory of future capital expenditures related to the municipal infrastructure that will serve this project.**

Response: Future Capital Expenditures will not be affected by this project. If current sewer lines, plants, pump stations etc are in poor condition, they will in need of upgrades with or without this project. User fees and taxes will only help to offset the financial burden if upgrades are needed.

- 9. Comment: All planned development districts shall be deferred until the updated comprehensive plan is complete.**

Response: The town has recently approved two PDD's including an Asphalt Plant and Office Park. The Planned Development District has been a part of the existing zoning since 2008 and is an incentive based zoned intended to promote development such as this. The updated comprehensive plan is being updated by MJ Engineering who is also the Town Designated Engineer on the proposed PDD.

- 10. Comment: This project won't help improve the Columbia Turnpike corridor**

Response: Over the past three decades growth in the Town of East Greenbush has transitioned toward the Route 4 corridor. Over the last fifteen years three studies have been completed by third party professional engineers engaged by the Town of East Greenbush that have suggested the concept of higher density residential and the creation of a Town Center at the intersection of Troy Road and Columbia Turnpike. This project is being developed in conformance to those guidelines.

- 11. Comment: The storm water runoff from this project will flood nearby homes.**

Response: The final site plan design will be subject to site plan review by both the planning board and town board and will include the town designated engineer. The development will be required to adhere to NYS DEC SWPPP requirements related to the runoff created by the site. Per Town guidelines post-development drainage cannot exceed the existing conditions. Additionally, the drainage pattern in the rear of the site is away from the homes in Woodland Park

and lower in elevation. It is also the intent to maximize the use of infiltration practices.

- 12. Comment: Additional sidewalk improvements should be made to increase walkability and connectivity.**

Response: The developer's intent is to maximize walkability and connectivity within our site. This will be addressed during detailed Site Plan review.

- 13. Comment: How many parking spaces are being proposed?**

Response: 1.75 space will be provided per unit.

- 14. Comment: What recreational amenities would be provided?**

Response: Amenities provided to the residents of the development would include various amenities in different areas of the development. A club house will be constructed which will include: pool and spa area, fitness center, pet friendly amenities, lounge area, private office, and leasing office. A pedestrian walk path between Eckman Place and Hannaford Plaza is also included.

- 15. Comment: The Sherwood Park neighborhood does not want unrestricted access at Jefferson Avenue.**

Response: The developer is proposing the access point at Jefferson Ave as an Emergency Access ONLY.

- 16. Comment: These units target millennials which will add children to the school district.**

Response: The proposed development would be open to all ages. As previously mentioned, an enrollment analysis has been completed by the school district and enrollment has consistently declined. Other communities have seen multi family residential development attract millennials and retain empty nesters in their community.

- 17. Comment: The primary road in the development should not be a public road.**

Response: The Town of East Greenbush department leaders have requested that the primary road remain private but constructed to meet municipal road construction specifications. In the event the road were to be dedicated to the municipality, the developer would remain responsible for maintenance to include sidewalk maintenance (to include snow removal, repairs, and replacement).

- 18. Comment: Other apartment communities in the town of East Greenbush are in poor condition.**

Response: Agreed, some of these communities are 30 or more years old and have not seen a reinvestment by the ownership to address deferred maintenance.

19. Comment: We have other existing apartment communities and don't need additional communities.

Response: The Town of East Greenbush has seen limited residential development over the last decade but has seen significant commercial development from regional employers like Regeneron, NYISO, SUNY, Office of Child and Family Services, and others. As with any housing inventory, it is important to offer different housing inventory ranging from new construction to older construction. New construction offers different amenities meeting the change in market demand.

20. Comment: The proposed commercial space is not enough to qualify as a mixed-use development.

Response: The existing B1 zoning requires 30% commercial space and this PDD would include a waiver of that threshold. In addition to the first floor of Building A, the future commercial pad site will provide additional commercial space.

In Malta, NY a similar 30% commercial threshold existed for the Ellsworth Commons development. The developer constructed 65,000 square feet of commercial space with approximately 300 residential units. The residential units leased quickly but nearly 60% of the commercial space remains vacant nearly 5 years later.

21. Comment: The proposed development is not consistent with the town comprehensive plan.

Response: MJ Engineering has been selected as the Town designated engineer on the Town Center PDD and is also the Town's consultant engineer in relation to updating the Town's Comprehensive Plan. The Town Center PDD has been developed based on three (3) past studies conducted over the last 15 years.

22. Comment: Columbia Turnpike does not need additional commercial space.

Response: The existing inventory of commercial space on Columbia Turnpike is significant. The proposed development will include two areas for commercial development. The first floor of Building A and the future commercial pad site. The first floor of building A is estimated as 12,000 square feet. The intent of the developer is to secure services within these spaces that would service the broader

community but also the proposed development. Specifically, the community has identified the need for a quality restaurant.

23. Comment: The proposed project is too dense.

Response: The proposed project represents a density of 8.5 units per acre. Within the existing B-1 as of right zoning a density of 12 units per acre is allowable. The Columbia Turnpike Corridor Study completed by Chazen Engineering in 2014 suggested a density of 16 units per acre. The increased density will create a sense of place, encourage walkability, and create higher demand for existing nearby retail services. Other communities like Slingerlands have a current proposal for a similar development at a per acre density of 16 units. The proposed PDD includes actively and passively maintained open greenspace as well.

24. Comment: Residential property values of adjacent and near the proposed development will decrease.

Response: Numerous mixed-use residential development projects have been developed throughout the Capital District Region and have not had a negative impact on home values. These areas include Delmar, Slingerlands, Malta, and Latham. The enhancements created by this development such as public sidewalks and walking trails will enhance connectivity and walkability in the community. The American Planning Association identifies walkability as a leading factor in the increase of homes values. It is important to note that the existing B-1 zoning allows for mixed use development at a higher density (12 units) per acre and closer proximity (12 Feet) to the existing residential on Jefferson Avenue.

25. Comment: How will the proposed development address life safety concerns such as ADA Compliance?

Response: The development will be constructed to meet New York State and East Greenbush Building Code which includes interior and exterior improvements. Each of the proposed structures will have an emergency fire sprinkler system and are required to meet ADA guidelines.

26. Comment: The visual impact of the project will be detrimental to the surrounding residential neighborhood and the community.

Response: The developer has carefully analyzed the visual components of the project. For residence adjacent to the B1 zone on Jefferson Ave a non-disturbance buffer of 25 Ft has been created and buildings would be set back 50 Ft. This is an increase from the existing zoning setback of 12 Ft. For residents in the RB zone, a non-disturbance buffer of 50 Ft has been provided with an 85 Ft building setback - in comparison to the 25 Ft setback required in the existing

zoning. These setbacks do not apply to the side yard of 37 Jefferson Ave and rear yard of 1 & 3 Parkview Drive (Owned by Applicant).

The developer prepared an elevation cross section from Parkview Drive along with a photo simulation. The existing dense vegetation coupled with the existing berm in the rear of the existing residence will minimize any visual impacts.

For the views from the commercial frontage, the developer has made every effort to enhance the buildings by adding a proposed architectural specification that will exceed the architecture of the existing buildings along the corridor.

Specific Comments from Planning Board Member James Moore:

- 1. It is my hope that a town-designated planning consultant can help evaluate the proposal in relation to the American Planning Association's Smart Growth criteria published on their website and provide feedback prior to the planning board's recommendation to the town board on the applicant's PDD application.**

Response: Agreed, the development should incorporate these criteria where feasible.

- 2. At Building A, the driveway cut onto 9&20 should be eliminated to improve access management. Building A can be enlarged to provide additional ground floor commercial space and residential above. The future cross-lot connection should remain. Any proposal for the adjacent property should be coordinated with the Town Center development.**

Response: The existing site has 5 curb cuts currently and the proposed concept plan is a reduction of the existing conditions. The traffic study submitted indicated that most of the traffic would utilize the primary boulevard as the ingress and egress point. We do agree that the cross lot connections should remain.

- 3. Sidewalk connectivity from Building A to 9&20 should be provided. Sidewalk connectivity from the fronts of other buildings on site to the street sidewalk should also be provided.**

Response: Agreed, the intent is to show additional detail related to sidewalk connectivity to the individual store fronts through the site plan approval process. Currently we do not know the number of commercial users that will occupy Building A.

4. The configuration of Buildings A and B should be revised so the building front onto 9&20 and the proposed new road. The parking lot should be less visible and the buildings more visible from the road. Additional information on the Future Commercial site should be added to plan to reinforce frontage onto 9&20 and the new road. A typical single-story suburban strip development building should not be allowed on the site.

Response: We are willing to investigate turning Building B to front on the proposed new road for the reasons noted through the site plan approval process. We do agree that a single story strip mall would not be the proper fit here, nor is it the highest and best use.

5. A tree-lined boulevard entrance should be considered to improve visual aesthetics by establishing a pedestrian scale contributing to traffic calming and improved pedestrian safety.

Response: Agreed, the boulevard island is approximately 100 feet long and will include (3) street trees in addition to additional landscaping. An updated landscaping plan has been provided specifying the types of vegetation in various areas. Additional detailed drawings will be provided during site plan approval.

6. Provide clarification of the courtyard space in Building C. It seems like opening up the end of the building towards the parking lot or street may provide a nicer courtyard entry into the building.

Response: The applicant has considered multiple configuration of Building C. Through the site plan approval process the applicant will share various options including the open courtyard facing the boulevard entry road.

7. A single driveway cut for Building C and the Future Commercial site onto the new road is preferred for improved access management and pedestrian safety. Cross-lot connections between Building C and the Future Commercial area should be considered.

Response: Agreed, this can be addressed during final site plan approval process.

8. Landscape buffering between Building C and America's Best Value Inn should be included, visually separating residential and commercial uses.

Response: Agreed, it is extremely important to the proposed development to shield the new building from the existing commercial buildings. This will be achieved through berms, vegetation, and fencing.

- 9. Building D should front onto the new road and sidewalk. This will improve pedestrian safety and support traffic calming. It also provides separation between residences, Self Storage and Hannaford Plaza.**

Response: The applicant has considered multiple configurations for this building which can be addressed during site plan approval.

- 10. The character of the new street at the back of the site should be residential and pedestrian. Landscape buffering between the back/ service side of Hannaford and the street should be established. It is assumed the proposed pavement width is 24'.**

Response: Agreed, it is extremely important to the proposed development to shield the new building from the existing commercial buildings. This will be achieved through berms, vegetation, and fencing. Road widths will be based on town department of public works requirements, but would be 24' wide minimum.

- 11. Relationship of the 2-story residential buildings at the back of the site should be oriented to create a public storefront, with the common driveway serving as a rear entrance with grade level garage parking. Is this correct? To achieve this, a consistent setback from the buildings to the street needs to be established. Can floor plans, even if only conceptual, be provided so overall site circulation can be better understood?**

Response: The proposed 2-story building will NOT include a store front but could be pushed closer to the primary road to create an enhanced streetscape. A final architectural design has not yet been developed but a basic configuration can be provided. The applicant would like to maintain a 20' setback from the primary road to provide some level of privacy to the residents.

- 12. The overall higher density of the proposal, as compared to what we see elsewhere in town, is a good thing for at least two reasons. First, it provides the basis for continued development of a more pedestrian-oriented town center in the vicinity of 9&20 and Route 4. Second, increased density means there are more property owners contributing their fair share of tax dollars towards less lineal feet of road, water, sewer, sidewalk, streetscape and stormwater infrastructure. By definition, our current low-density development model has led to higher taxes, poorer maintenance, and deteriorating infrastructure because it yields fewer property owners contributing tax dollars towards more infrastructure. This provides higher density where existing, under-utilized infrastructure already exists.**

Response: Agreed

13. Having more tax payers contribute to the same amount infrastructure is a component of providing more affordable, quality housing. Provisions for affordable housing improves the quality of life for ourselves, our friends, our parents and our children. A mix of residential ownership and rentals should be considered in more detail.

Response: Agreed

14. A degree of architectural variety is requested throughout the development. Other developments in town have literally built the same exact unit throughout an entire development, including even the same color, which makes wayfinding more difficult and is far less visually interesting.

Response: Agreed

15. It is recommended that the Town Board consider using the parkland mitigation fees contributed by the developer to the town for improvements to Eckman Park. Neighborhoods without parks are less healthy for both children and adults. One lost opportunity for improved neighborhood parks in town the loss of open lands around basketball court in Prospect Heights. While the lake and park in Hampton Manor may be the most active pedestrian environment in town.

Response: Agreed, in addition to Grant Ave Park (Eckman Park) the development will create the pedestrian trail which will further enhance the recreational amenities available to town Residents.

16. The new street should be a public street. This will help with school bus pick-up and drop-off, as well as enable quality future development.

Response: This topic has led to considerable conversation with multiple departments throughout the town. Based on this feedback the road will be constructed to meet town specifications but remain private until such time that a second connection is made, or a separate property owner needs access.

17. A cover bus shelter should be identified as part of the project and coordinated with CDTA. There are currently no covered shelters in town, and many of the bus stops are outright dangerous.

Response: The town planner spoke to CDTA related to a potential bus stop. CDTA indicated that this site is located on the "PM Side" of the street which would infer that public transportation users would not likely wait for a bus at this

location but instead wait on the opposite side of the street. The nearest stop on the "AM side" of Columbia Turnpike (within this general area) is in front of Hamilton Printing building.

Parking & Environmental:

- 18. How will commercial and residential parking be delineated? Shared parking areas should be considered as a strategy to reduce pavement.**

Response: Parking will be shared amongst the two uses. This would only be relevant within the first phase of the project. It is imperative to this development to provide adequate parking to all residents.

- 19. Parking between the Future Commercial site and Building C needs to be considered in more detail. Shared parking could reduce the number of spaces and impervious pavement.**

Response: Agreed, this has been considered. Until the use for this area is determined, the parking has not yet been fully configured.

- 20. Class A soils on site should be evaluated and discussed with the planning board as green infrastructure stormwater management throughout the parking lot areas, as well as other areas on site. Class A soils are somewhat rare throughout the Town and should be used to help make a better site and reduce the amount of infrastructure throughout the site. Class A soils also provide the opportunity for pervious pavements.**

Response: Agreed, the utilization of green infrastructure where economically and practically feasible will be incorporated.

- 21. Class A soils should first stay on-site to improve the overall quality of the development and mitigate environmental impacts.**

Response: It is the intent to work with existing grades to the maximum extent possible. This will help to lessen the amount of earthwork, ground disturbance and tree clearing. Additionally this will help in maintaining current drainage patterns.

Jefferson Ave. Connection:

- 22. For reasons of improved access and safety, social connectivity, reduced air pollution resulting from fewer driver miles a full connection between Jefferson Ave the new street should occur. The current proposal is in essence a cul-de-sac proposal for 600 residents. This does not appear to be a safe condition. To fairly assess when, and if,**

a full street connection would occur, I would ask that the town's planning and engineering consultants provide additional feedback and layout options for the town to consider.

Response: Based on the feedback provided by the adjacent Woodland Park neighbors the unrestricted access at Jefferson Ave is not desirable. Many of these residents stated they support the project but not the connection point.

23. If a connection of Jefferson Ave would adversely impact property values, I would ask for specific instances and data that support this claim be provided to the town for consideration.

Response: For reasons noted previously, the applicant does not feel that property values would be adversely affected.

24. Per Google Maps, driving time from EGFD to the site via Jefferson Ave and 9&20 is approximately 3 minutes.

Response: Agreed

Other:

25. For reference, I've attached a hypothetical analysis of the former K-Mart site that I submitted to the town board in 2014 in response to the public comment period for the DRAFT Corridor Plan & Design Guidelines, dated February 20, 2014, that depicts some of the concepts I am describing above. I have no sense of how these comments were received at the time, but hope they help clarify some of the points I've made in relation to the Town Center PDD proposal.

Response: Noted



I have concerns with the PDD's private road. The first being that it does not appear to maintain a 60' right-of-way, required of collector streets, as it passes by 37 Jefferson Ave. The lack of right-of-way prevents the inclusion of sidewalks, prevents an effective vegetative buffer, and could adversely affect neighboring properties due to rain runoff or road maintenance. I ask that the Town requires the PDD to include the proper right-of-way and setback for its private road (setbacks per Zoning Law 2.5.1.C.01.A). The PDD intends to connect its private road to Jefferson Ave. by an emergency access way. I would like the Town to consider alternate points for emergency access. I am concerned that the proposed emergency access way will not will not remain emergency access only after it is built. This would turn Jefferson Ave. into a through street, which is discouraged by Subdivision Regulation Article VI, Section 2.A.6. The increased traffic on Jefferson Ave. would burden the residents of Woodland Park who currently use the lightly trafficked local streets for biking, jogging, dog walking, etc. There are no sidewalks in Woodland Park.

I urge the Town to require that the Town Center PDD complies with local zoning laws and subdivision regulations. I ask that the Town considers the character of the adjacent community and the potential burdens that will be imposed upon neighboring properties that could decrease their value. I would like the Town to encourage a more thoughtful design that enhances the neighboring community and considers future growth rather than an isolated design with no real points of destination for the public.

Respectfully,

Daniel Kennedy

COLUMBIA TURNPIKE AND TROY ROAD Corridor Concept Plan and Design Guidelines



urban planners and transportation engineers widely recognize that a $\frac{1}{4}$ mile distance (approximately a five minute walk) is the optimum length where most people will find it easier, more efficient, and/or more enjoyable to walk. As such, creating land use patterns that are well-connected and that offer a variety of live, work, or play options is important.

Traditional highway commercial land uses often encourage isolated development patterns, whereby an individual must drive from one location to the next, fostering a high degree of auto-dependency. Adjoining residential and commercial developments connect via a hierarchical network of roadways, channeling traffic through a series of local, collector, and arterial roadways. Such configurations are auto-focused, often have limited pedestrian access, and can result in isolated neighborhoods.

In order to create a critical mass of residential units and professional office space that is needed to encourage new investments and promote walkability, a more traditional network of walkable roadways and land use patterns should be developed in adjoining areas along Troy Road and Columbia Turnpike. Such networks often include a system of parallel connectors that provide multiple and direct routes between origins and destinations.

According to the Institute of Transportation Engineers (ITE), the advantage of a more traditional roadway network includes the following:

- ① Reduced concentrations of traffic on a limited number of thoroughfares.
- ② Reduced vehicle miles of travel due to more direct routes.
- ③ Increased pedestrian and multi-modal travel options along low and high-volume roadways.
- ④ More direct walking routes to nearby transit systems.
- ⑤ Increased densities and more flexible phasing for developers.
- ⑥ Improved emergency vehicle access via redundant road networks.

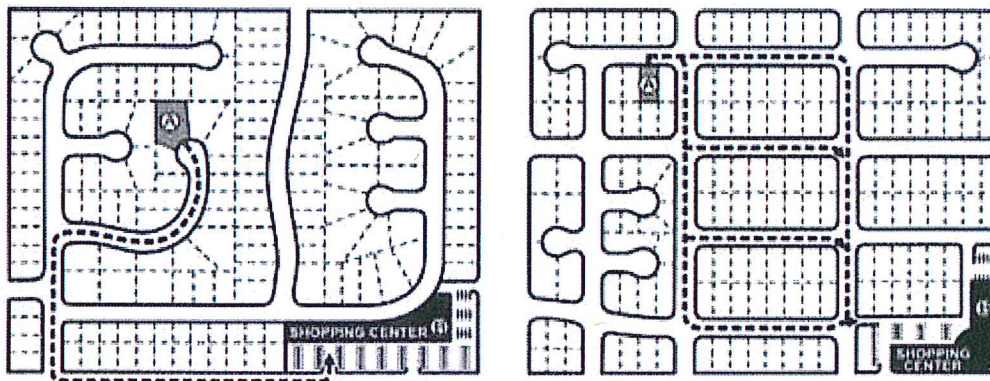


Figure 6 Boxcar street system that lends travel routes and channels traffic (left) as compared to an interconnected street grid that offers multiple routes that disperses traffic (right).

Daniel Kennedy

33 Jefferson Ave • Rensselaer, NY 12144 •

RECEIVED

SEP 24 2019

DEPT Planning



9/22/19

Town of East Greenbush
Town Board
225 Columbia Turnpike
Rensselaer, NY 12144

To Whom It May Concern:

I am writing to voice my opposition to the Town Center PDD project. I oppose the project for several reasons. The project adversely affects my property, it is of generally poor design, and it does not appear to comply with existing zoning laws.

I live at 33 Jefferson Ave. The Town Center PDD project aims to place a 3-story, multi unit apartment complex with parking lot for 79 cars directly behind my property. I am concerned with the 50' vegetative buffer the PDD intends to implement using the existing vegetation. The existing vegetation behind my property is not very dense and consists of deciduous trees and shrubs, which would provide essentially no visual buffer for half the year. If the PDD ends up going through, I would like to see the PDD law amended to include evergreen trees being planted as part of the buffer zone to create a visual barrier during all times of the year. I am enclosing with this letter a drawing that depicts the car headlights that will be directed towards my property if no visual barrier is implemented.

I would like to see the law amended to treat the residents of Jefferson Ave. equal to the residents of Parkview Ave. in providing the residents of Jefferson with a 100' setback and a 35' maximum height for lots bordering Jefferson. I think the larger setback and lower building height is important in order to fit in with the character of the existing Woodland Park neighborhood. Larger apartment buildings should be constructed away from the Woodland Park neighborhood, which consists largely of single family, single story homes. I fear the encroachment of such a large structure, along with the parking lot that lacks a year round visual barrier, will negatively affect the value of my property.

The PDD has an awkward shape and design that creates an isolated neighborhood. This design is the exact opposite of the type recommended by the 2014 Corridor Plan and Development Study, which encouraged a grid style development pattern to lessen the dependence on cars and increase the walkability of local neighborhoods. The developer had previously stated that the PDD's main road would be private, yet the draft PDD law states that the main road will be turned over to the town. I do not think it is right for the citizens of East Greenbush to pay for the maintenance and upkeep of a dead-end road for a private apartment complex. It has been recited in town meetings that the main road will connect to Jefferson Ave. with some type of barrier for emergency use only. I would like to see this put into writing in the PDD law. There still seems to be some unknowns of exactly how such a barrier would work and I am concerned that when it comes time to create the connection, issues could arise that would make an emergency-use-only access point unfeasible. For instance, how will snow be cleared. Is the snow plow driver expected to get out of his truck, open the gate, plow the snow, then get out and close the gate again? Before an emergency-use-only access point is promised, it should be discussed with local emergency agencies and a path forward should be determined to implement such an access point. The PDD is supposed to be "walkable" but I do not see any sidewalks that connect to Jefferson Ave. and there is no crosswalk that allows residents of Woodland Park to cross the street to the sidewalk on the other side of the PDD's main road.

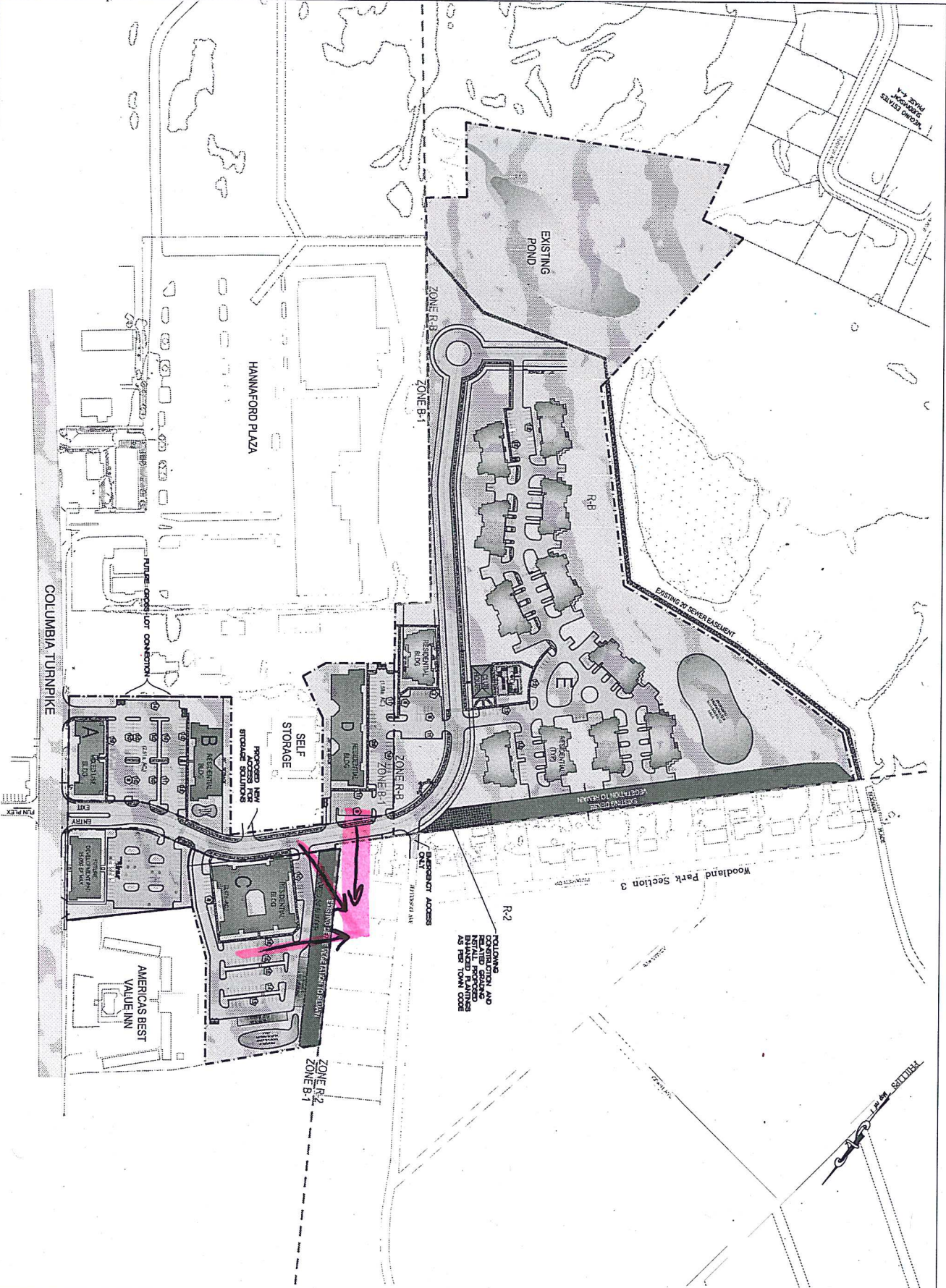



I ask that the Town consider whether the Town Center PDD project actually meets the intent of a PDD as described in zoning law 2.9.1, there appears to be little benefit to town residents as there is no reason for anyone to visit this PDD unless they're renting an apartment from the developer. There are no usable open public spaces or other community enhancements included within the PDD's borders. Zoning laws 2.9.5.a and 2.9.5.B address the allowable residential density of a PDD. The base residential density for a redeveloped B-1 district should be 2 units per acre. I ask that the Town determines the residential density of the Town Center PDD project and amend the PDD law to make clear what amenities are being offered on a per unit basis if the Town Center PDD exceeds the zoning law. I also ask the Town considers how 2.5.1.C.01.a applies to the Town Center PDD and whether front yard setbacks need to be adjusted.


I think it is important for the Town to encourage smart development, not just development for developments sake. There is no reason why any approved PDD should not enhance the surrounding area with usable open space, a truly walkable design, and a design that fits with the neighboring development. The Town Center PDD project fails in all regards to enhance the existing area. The land should be developed without creation of a PDD.

Sincerely,

Daniel Kennedy




 -direction of car headlights with no buffer, or buffer for 1/3 the year

SITE	EXHIBIT D CONCEPT PLAN TOWN CENTER PDD 580 COLUMBIA TURNPIKE <small>200 EAST GREENGLASS / 200 WEST GREENGLASS / NEW YORK, NY</small>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>REV.</th> <th>CHKD.</th> </tr> <tr> <td>1</td> <td>05/11/19</td> <td>ISSUED FOR FINAL PDD</td> <td>CH</td> <td>SPH</td> </tr> <tr> <td>2</td> <td>05/21/19</td> <td>FINAL PDD ENHANCED SUBMISSION</td> <td>CH</td> <td>SPH</td> </tr> </table>	NO.	DATE	DESCRIPTION	REV.	CHKD.	1	05/11/19	ISSUED FOR FINAL PDD	CH	SPH	2	05/21/19	FINAL PDD ENHANCED SUBMISSION	CH	SPH	 HART ENGINEERING <small>1949 FERNDALE ROAD CASTLETON NY, 13033</small>	<small> Drawing Copyright © 2017 NOTE: Unpublished drawings or designs are the property of HART ENGINEERING and shall remain the property of HART ENGINEERING. No part of this drawing may be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without prior written permission from HART ENGINEERING. </small>
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RECEIVED
OCT 10 2019
DEPT. Planning

7 Parkview Drive
Rensselaer, NY 12144

To: *Aleisandra Lovely*

Date: 10.10.19

RE: PPD- East Greenbush

I own 5 & 7 Parkview Dr. and live at 7 Parkview Drive since the 60's with my family. Woodland Park is a quiet, nice, friendly, no crime neighborhood.

I have some concerns about this project:

My bedrooms, kitchen, living room and dining rooms will be facing the apartments and am concerned about the building, and/or parking lights will shine into the house or in back yard.

50' set is not enough, the neighbors on Parkview all agree to that. Minimum of 100' set back. 50' or 80' will be in my back yard and also other neighbors.

Also noise coming from the site be it parties, cars coming and going that also needs to be addressed as to keep the neighborhood quiet and peaceful as it is now.

Needs to be some sort of screening maybe tall trees, so the people on Parkview don't see the apartments and we don't see them. A decorative fence that goes along the entire back of the site to delineate property lines so the tenants don't walk from the apartments onto property owners back yards.

In addition, there will be much foot traffic by the tenants walking all through the neighborhood, not knowing who they are and possibly casing the neighborhood. Would you and your love ones like that, and would feel safe with having people who they don't know wandering through the neighborhood? I think not.

Has an "independent market study" been done to ascertain if this area warrants 300 additional apartments and the current vacancy percentages of all the apartments in this area and how long have they been vacant.

The Developer at a meeting stated the 300 apartments are needed because he is banking on employees from Regeneron to reside in these apartments. Regeneron pays extremely well and these employees may reside in the apartments for maybe one or two years until they feel their employment is secure. After then, will look to either buy or build upscale homes then will have many empty apartments over time and perhaps the site will not be maintained as it was when had full occupancy.

As a Property Manager and working for a large rental management company for the last 8 years, I have seen first-hand how some section 8 voucher holders maintain their apartments, not too good. Are the Developers going to accept section 8 vouchers? Sincerely trust they do not? In my opinion, that should be a **condition** in the proposal **no sections 8 voucher holders shall be accepted**.

Perhaps the town should wait until the Comprehensive Plan has been completed before any decision is made on this project. Are another 300 apartments really needed in the Town of East Greenbush?

Right now there is too much traffic already on Columbia Turnpike when getting to and from work during the week. It is my understanding the **State has not approved the traffic flow** of the planned 300 apartments at peak hours. This review is done on 100 or more apartments on traffic at peak hours. In addition, the project requires 2 parking spaces for each apartment. These are **very serious concerns** which also needs to be addressed before any decision is made.

If these tenants have school age children, then there will be a need to build more schools, and do we really need all the extra traffic and the expense of building more schools, and then have empty schools and apartments to deal with.

Businesses need to come into East Greenbush first, before considering apartments. it is hard for businesses to stay and/or prosper because of the high taxes. Lower the taxes to attract businesses. Businesses are needed on Columbia Turnpike but not more apartments in the Town.

Trusting all neighbors comments are very seriously taken into consideration before a vote is made. The decision is not solely based on **Financial Gain** for the Town, and the burden then is on the home owners when the apartments become vacant, and the homeowners are not able to sell their homes at a good price because the apartments in their back yards decreased their property value. Who wants to live with apartments in their back yards and having people you don't know walking through the neighborhood. Would you?

Needless to say, I oppose this project.

Sincerely,

A handwritten signature in black ink that reads "Georgia Calamaras". The signature is fluid and cursive, with the first name "Georgia" being more prominent than the last name "Calamaras".

Georgia Calamaras