

1 TOWN BOARD and PLANNING BOARD  
 2 TOWN OF BRUNSWICK, NEW YORK  
 3 -----  
 4 CARRIAGE HILL ESTATES PLANNED DEVELOPMENT DISTRICT (PDD)  
 5 APPLICATION  
 6 -----

7 STENOGRAPHIC MINUTES OF PUBLIC HEARING conducted in  
 8 the above-entitled matter on the 12th day of December, 2005,  
 9 at the Town of Brunswick Town Office, 336 Town Office Road,  
 10 Brunswick, New York, commencing at 6:30 p.m.

11 TOWN OF BRUNSWICK BOARD MEMBERS:  
 12 Supervisor PHILIP HERRINGTON  
 13 Councilwoman CAROLYN ABRAMS  
 14 Councilmen CARL CLEMENTE  
 15 PATRICK POLETO  
 16 SAM SALVI  
 17 Clerk SUSAN QUEST-SHERMAN  
 18 PLANNING BOARD MEMBERS:  
 19 Chair SHAWN MALONE  
 20 Members MICHAEL CZORNYJ  
 21 KEVIN MAINELLO  
 22 RUSSELL OSTER  
 23 DAVID TARBOX  
 24 JOSEPH WETMILLER

2

1 APPEARANCES:  
 2 ANDREW W. GILCHRIST, ESQ. - Town Board Legal Advisor  
 3 MARK KESTNER - Kestner Engineering  
 4 MICHAEL UCCELLINI - President, United Development Group  
 5 GREG URSBRUNG - Engineer, Saratoga Associates  
 6 RICK BENAS - Landscape Architect, Saratoga Associates  
 7 WENDY CIMINO - Engineer; Creighton Manning Engineering  
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## P R O C E E D I N G S

1 (The Public Notice was read by the Town Clerk,  
2 Susan Quest-Sherman.)

3 SUPERVISOR HERRINGTON: At this point, I'd like  
4 to turn the meeting over to the attorney, Mr.  
5 Gilchrist. Maybe Andy can explain the procedure  
6 tonight to us, please.

7 MR. GILCHRIST: These mikes are wired in, as I  
8 understand it, to our recording system. We waited a  
9 moment, because we're having a stenographic  
10 transcript made of the public hearing tonight as  
11 well so that all comments can be accurately  
12 recorded.

13 As Supervisor Herrington said, my name is  
14 Andrew Gilchrist. I'm an attorney representing the  
15 Town Board on the review of this Planned Development  
16 District application as well as the other  
17 applications pending before the Board.

18 Just to bring everyone in the room and in the  
19 hallway back up-to-date on the procedure, as the  
20 Town Clerk read into the record, this is an  
21 application made by United Development Group for a  
22 Planned Development District under the Zoning Code  
23 of the Town of Brunswick.

1 This applicant has also submitted complete site  
2 plan and subdivision applications to the Planning  
3 Board, has performed all the engineering work  
4 necessary to file complete applications in front of  
5 the Planning Board; hence, this is a joint public  
6 hearing of both the Town Board and the Planning  
7 Board.

8 As I say, this application in particular has  
9 not only the PDD application in front of the Town  
10 Board but has filed complete applications for site  
11 plan and subdivision with the Planning Board.

12 When the applications came in, as with the  
13 others in town, a Full Environmental Impact  
14 Statement was submitted. And as you know, there are  
15 a number of public agencies that will address this  
16 application.

17 When the Full Environmental Impact Statement  
18 was submitted, this Board circulated that document  
19 plus a copy of the application to all of the other  
20 what are called involved agencies, all the other  
21 public agencies that will ultimately need to review  
22 this application and issue permits or approvals for  
23 the project.

24 It was determined that this Board would serve

1 as SEQRA lead agency. And what that means is that  
2 this Board controls the SEQRA process making sure  
3 that all of the issues that have been addressed are  
4 addressed completely and also making sure that those  
5 issues that should be reviewed, including those  
6 raised by the public, have been adequately reviewed  
7 and included in the Impact Statement.

8 After this Board was declared lead agency, it  
9 issued what's called a positive declaration  
10 requiring the preparation of a Full Environmental  
11 Impact Statement.

12 Once the positive declaration was issued, this  
13 Board conducted scoping. And what that process was  
14 designed to do is to identify those issues that  
15 needed to be addressed in the Full Environmental  
16 Impact Statement, which has been prepared by the  
17 applicant.

18 A final scope for that Impact Statement was  
19 arrived at and issued almost a year ago, last  
20 December of 2004. Since that time, the applicant  
21 has been working on analyzing those issues addressed  
22 in the scope, making sure that those issues,  
23 potential environmental impact issues, were reviewed  
24 and discussed.

1 Those documents were then submitted to the Town  
2 for what is called a completeness review: Has the  
3 applicant fully addressed those issues so that the  
4 public understands the project and has a meaningful  
5 opportunity to submit comment?

6 That process took a few back and forths between  
7 the applicant, the Town Board and its consultants to  
8 make sure that the document was complete, meaning  
9 that it's adequate for public review and inspection  
10 and comment.

11 That document was accepted in November of this  
12 year and this public hearing was noticed to be held.  
13 This is a public hearing, I'd like the record to  
14 note, pursuant to the Town Zoning Code for the  
15 Planned Development District as well as the site  
16 plan and subdivision applications which have been  
17 filed with the Planning Board. And this does also  
18 constitute the SEQRA public hearing to accept  
19 comment on the information contained in the Draft  
20 Environmental Impact Statement.

21 As the Town Clerk read for the record, and I'll  
22 repeat, the notice was published in The Record. It  
23 was posted at Town Hall. It's been on the Town web  
24 site. Notice of the public hearing was also mailed

1 to all property owners within 500 feet of the  
2 project site to the addresses on file at the Town  
3 Hall.

4 Now, copies of the applications, including the  
5 PDD, site plan and subdivision applications, have  
6 been on file here at the Town Clerk's office for  
7 public review and inspection. The DEIS has been on  
8 file here for public review and inspection. A copy  
9 of the DEIS was posted at the Brunswick Community  
10 Library for the public to review as well.

11 I'll note for the record that the Town has made  
12 an effort to make sure that these application  
13 materials have been available and the public had the  
14 opportunity to review them. Even during this period  
15 of time of transitioning from the old Town Hall to  
16 the new Town Hall, effort was made to have those  
17 documents available.

18 The DEIS, in preparation for this meeting, has  
19 also been sent to all of the other interested and  
20 involved agencies to let them know of the hearing as  
21 well as the content of the DEIS. For the record,  
22 those agencies include all of the individual members  
23 of the Town Board and the Planning Board, plus the  
24 individual members of the Town Zoning Board of

1 Appeals. All the department heads in the Town have  
2 received a complete copy of the DEIS.

3 The DEIS also went to all the pertinent county  
4 agencies, including County Health Department,  
5 Highway Department and Planning. Also, the County  
6 Sewer Department, in conjunction with the City of  
7 Troy, are aware of this project given the extension  
8 of the water and sewer.

9 The DEIS went to New York State agencies  
10 involved as well: Department of Transportation,  
11 Department of Environmental Conservation, Department  
12 of Health and the Department of Parks & Recreation  
13 and Historic Preservation.

14 There are federal wetland issues on this  
15 property. The U.S. Army Corps of Engineers was  
16 provided a complete copy of the DEIS.

17 In addition, complete copies of the DEIS went  
18 to all five fire districts in this area,  
19 Mountainview, Brunswick One, Center Brunswick, Eagle  
20 Mills and Speigletown. There are two school  
21 districts relevant to this application. The school  
22 district boundary line does bisect this property.  
23 So complete copies of the DEIS went to Brittonkill  
24 as well as Averill Park. And as we indicated, there

1 was a copy on file at the community library.

2 It's important to note that these DEIS's, even  
3 though they're fairly voluminous, are sent to these  
4 other agencies for their review and comment. This  
5 is a coordinated environmental review of this  
6 action. This Board serves as lead agency. In that  
7 capacity, this Board does reach out to the other  
8 involved agencies that will again need to comment  
9 and either permit or approve a certain aspect of  
10 this project to receive their comments as well.  
11 This has to be an open process and this Board is  
12 conducting itself that way in compliance with the  
13 SEQRA regulations.

14 The purpose of the public hearing tonight is to  
15 receive comments from the members of the public on  
16 the application documents, plus the DEIS. Comments  
17 relative to those applications and the DEIS are  
18 welcome tonight.

19 The Town Board has not made any decision and we  
20 have counseled the Town Board not to make any  
21 decision on this application until this record has  
22 been fully created, meaning the application  
23 materials and the DEIS comments received from the  
24 public which, under regulatory requirements, must be

10  
1 fully addressed and answered by the applicant. And  
2 once that information has been created and comments,  
3 if any, have been received from the other public  
4 involved and interested agencies, then this Board  
5 needs to make the reasoned determination on that  
6 record on whether to approve, approve with  
7 conditions or disapprove the action. Until that  
8 record is created, we've advised the Board not to  
9 predetermine the action.

10 So tonight is important in that it's the  
11 opportunity for the public to give this Board its  
12 comments, including questions, on any issue that you  
13 want to raise pertaining to the applications so that  
14 the Board can consider that in making its final  
15 determination.

16 As indicated, we do have a stenographer here.  
17 There's a complete stenographic transcript being  
18 made. These do become available after a period of  
19 two to three weeks. That will also be a public  
20 document and is available for public review and  
21 inspection.

22 After the close of the public hearing, there is  
23 also an additional period of time for written  
24 comments to be submitted. So if tonight, for

1 whatever reason, you do not wish to place comments  
2 on the record verbally, there will be a written  
3 comment period whenever the public hearing is  
4 closed. The written comment period follows that for  
5 a certain period of time. That will be addressed in  
6 more detail later in the evening.

7 The purpose of the public hearing is to receive  
8 comment. It is not designed as a question and  
9 answer session or a debate session. It is to allow  
10 the Board to hear the comments of the public on the  
11 application documents and the DEIS. If there is an  
12 issue that's raised factually concerning any  
13 information in those documents that can be addressed  
14 by the applicant, they're free to do so, but be  
15 advised again this is not a situation where there's  
16 a question and answer.

17 The Board will be holding further meetings to  
18 deliberate these comments later in the process, but  
19 tonight's purpose is not to debate the project but  
20 to receive your comments for consideration by the  
21 applicant and the Board.

22 Procedurally, the applicant will present an  
23 overview of its project so that everyone has an  
24 opportunity to hear that presentation. There are

1 some consultants that the applicant has brought as  
2 well. Once that presentation has ended, the  
3 Supervisor and Chairman of the Planning Board will  
4 conduct the public hearing to allow comments to be  
5 received. You'll hear later in the evening that  
6 when you make a comment, you'll need to come to the  
7 podium so that it can be heard and taped on the  
8 Town's system. Put your name and address on the  
9 record.

10 And with that, I'll recognize the Supervisor  
11 again.

12 SUPERVISOR HERRINGTON: Thank you, Andy. Okay.  
13 At this point, I'd like to turn the meeting over to  
14 Michael Uccellini and/or his consultants to present  
15 the project.

16 MR. UCCELLINI: Thank you, Phil, and thank you,  
17 Andy. My name is Michael Uccellini. I'm president  
18 of the United Development Group of Companies. The  
19 United Development Group of Companies is a  
20 full-service real estate development and property  
21 management firm that's based in Rensselaer County.  
22 It's been in business for over 30 years. Several  
23 principals of the firm, including myself and my  
24 family, live in the Town of Brunswick.

1 We have over 25 years experience in developing  
2 and managing senior housing with over a thousand  
3 units in our portfolio and ten different properties,  
4 eight of those in the Capital Region alone. As a  
5 company, and as an individual who resides in the  
6 Town, we are dedicated to the Town's Comprehensive  
7 Plan guidelines and principles.

8 Our vision for Carriage Hill was an  
9 intergenerational community, a community that would  
10 fill a need in the town. It would span several  
11 generations that consisted of the Eisenhower Era  
12 Generation, the Baby Boom Generation and Generation  
13 X. It would be a community that would be active and  
14 fun. And when we looked at this site, we reviewed  
15 thoroughly the Town's Comprehensive Plan and we used  
16 senior housing which was spelled out and called for  
17 in the Town's Plan.

18 We clustered the carriage homes in the  
19 development. We used planning techniques like  
20 Planned Development Districts. We're very sensitive  
21 to the growth that's occurring in the Town and we  
22 feel that our building design and site design meets  
23 with the Comprehensive Plan guidelines.

24 This project, Carriage Hill, will enhance the

1 quality of life for the seniors in the Town and  
2 there are several Comprehensive Plan principles that  
3 are addressed in the DEIS and the site design. And  
4 those consist of the preservation of open space, the  
5 creation of recreational areas, the protection of  
6 environmentally sensitive resources, which you will  
7 hear more about, and the extension of the public  
8 infrastructure.

9 The site is a 217-acre site with rolling  
10 topography that's bordered on the north by Route 2  
11 and on the south by Pinewoods Avenue, to the west  
12 by the Country Club of Troy, and to the east by  
13 various open terrain and some residential areas.  
14 There are two school districts that encompass the  
15 property, the Brittonkill district and the Averill  
16 Park district. And there's a National Grid property  
17 that runs in a northern to southerly direction that  
18 dissects the property as well.

19 The three housing components for Orchard  
20 Village consist of the estate homes, 19 estate home  
21 lots, 87 carriage homes in three different areas.  
22 And those areas consist of, over here on the east  
23 side, 56 homes in this area called Carriage Hill  
24 Landing East, nine homes in this area called

1 Carriage Hill Landing South and 22 homes in this  
2 area called Carriage Hill Landing West.

3 The estate homes are in the middle of the  
4 property. And then we have 204 apartment units  
5 called Orchard Village, which is independent living  
6 for seniors, in the northern section of the property  
7 on 44 acres.

8 We took great stride and approach in designing  
9 the property such that we were able to cluster the  
10 carriage homes. We were able to pull the housing  
11 away from the surrounding area and work with the  
12 topography and the design to just meet and keep the  
13 scenic and naturalistic settings that exist on the  
14 land today.

15 In addition, in terms of quality of life and  
16 recreation, it was important for us to provide one  
17 and a quarter miles of walking trails that will  
18 connect all three different housing types, because  
19 this is really an intergenerational community that  
20 we want to come together as a community as a whole.

21 When we designed the property, we were  
22 concerned about the Troy Country Club and its vistas  
23 and we created over a 10-acre conservation zone down  
24 here in the southwest portion of the site; that is,

16

1 to the east of the fifth hole of the Troy Country  
2 Club.

3 We also have created three community garden  
4 quad areas. As part of the DEIS, we analyzed the  
5 site for wetlands and archeological. We actually  
6 dug over 1,100 holes on this property during the  
7 archeological investigation and found three historic  
8 sites.

9 Two are known as the W.J. Stoning site and the  
10 C. Colehammer site and the other one is unnamed.  
11 Those were found in the lower portion of the  
12 property; one here, one there and one up in this  
13 area. And we are currently working with SHPO.  
14 We have actually sent them our inclusions and  
15 recommendations and will be preserving those  
16 historic sites and providing protective buffers.

17 Any estate home that purchases land will have  
18 archeological covenants and deeds that are  
19 associated with that land and SHPO in accordance  
20 with our inclusions.

21 Seventy-five acres of the land will remain  
22 forever wild, will not be developed, will go  
23 directly into the Homeowner's Association to be  
24 maintained by the Homeowner's Association. And we

1 will have a 10,000 square foot clubhouse. That is  
2 this building right here. Although it's a part of  
3 the senior housing, it will be an amenity-filled  
4 clubhouse that we'll talk extensively about later  
5 that will cater to the entire community and be used  
6 by the entire community.

7 The estate homes consist of 19 lots on 73  
8 acres. They range in size from two to eight acres  
9 with an average lot size of about four acres. This  
10 housing product type will cater to the baby boom and  
11 Gen X-ers.

12 There will be deed restrictions and covenants  
13 as it relates to architectural details. United  
14 Group will be the master developer over the estate  
15 homes and will sell the lots to homeowners who will  
16 have custom builders build the homes all in  
17 accordance with the architectural guidelines that  
18 will be in keeping with the rural character of the  
19 Town of Brunswick. Home size will be about 4,500  
20 square feet.

21 The Carriage Hill Landing community, as I said,  
22 consists of 87 homes and three clusters. The lots  
23 will range in size from a quarter to a half acre  
24 with an average lot size of about a third of an

1 acre. These homes will be about 1,600 to 1,800  
2 square feet on the first floor and if they have a  
3 second story or half a story -- we've kind of shown  
4 two different kinds of homes here -- they could grow  
5 in size to 2,200 to 2,400 square feet.

6 This housing will cater to the baby boom  
7 generation. We feel that the design of this housing  
8 is in concert with the Comprehensive Plan guidelines  
9 for cluster development, sensitive growth and  
10 blending architectural design.

11 There will be several different floor plans  
12 across the 87 homes with several different  
13 elevations to break up the streetscape. There will  
14 be extensive landscaping around the home and along  
15 the street and, you know, most importantly, this  
16 home will be maintenance-free living. There's a lot  
17 of baby boomers that are looking to right-size at  
18 this stage of their life. And the landscaping, snow  
19 removal of the walkways, driveways will all be done  
20 through the HOA.

21 The goal for the development at the end of the  
22 day when we're done is to make it feel mature, make  
23 it feel unique, make it feel like it's there and  
24 that it blends in with the surrounding character.

1 And we're going to use the building design and the  
2 topography and the landscape architecture to  
3 accomplish that.

4 Orchard Village is our 204-unit independent  
5 living senior community for the moderate income  
6 senior. The Comprehensive Plan calls for the Town  
7 to define areas to develop for moderate income  
8 senior housing. There's nothing in the Town for the  
9 moderate income senior. There's several properties  
10 available that are affordable, income-restricted.

11 There's several properties that are available  
12 at the very higher end not only in the town but in  
13 the county or in the Capital Region, but nobody's  
14 building to the middle income senior and that's what  
15 this project will do. It will be an age-restricted  
16 community of 62 and older.

17 We will be catering, as I said earlier, to the  
18 Eisenhower and Depression Era generations. And it  
19 will consist of nine buildings with 20 to 22  
20 apartments per building, an amenity-filled  
21 clubhouse, unique and spacious, one- and two-bedroom  
22 floor plans. And United Group's proprietary SUN  
23 program, which stands for Senior Umbrella  
24 Network -- and I'll talk about that in more detail

20

1 later -- will be the liaison to a gateway of  
2 services and activities that will allow the seniors  
3 to relax and enjoy life.

4 This slide for us really sums up what Carriage  
5 Hill is going to be about in terms of people, the  
6 sense of place, the architecture for the senior  
7 housing. There are over 6,400 residents, age 62 to  
8 85, with income levels of \$35,000 and greater living  
9 in the primary market area. For the carriage homes,  
10 there are over 3,600 residents, age 45 to 60, within  
11 the targeted income levels that are living in the  
12 primary market area.

13 As you know, we've been out meeting with groups  
14 over the past year or so. We currently have over  
15 200 people on an interested party list whose ages  
16 range from their mid-thirties to their mid-eighties  
17 that want to move here and live here. We actually  
18 have, in a few instances across the three targeted  
19 generations, families that are interested in each  
20 product type where we could have a grandparent, a  
21 parent and an adult child live in this community,  
22 and that's what it's all about.

23 It will be a unique project with a variety of  
24 housing types that will fill a need in the town

1 across several generations. The mixed housing  
2 product, senior carriage and estate home, meets  
3 and exemplifies the Comprehensive Plan guidelines.  
4 The planning techniques for PDD zoning, cluster  
5 housing design, open space preservation, the  
6 preservation of historic resources and the three  
7 archeological sites, the creation of recreational  
8 areas and the community garden slots and quad and  
9 the walking trails as well as the conservation zone,  
10 the broadening of the tax base for the town and the  
11 extension of public infrastructure all are in  
12 concert with the Comprehensive Plan guidelines.

13 As I stated earlier, the property encompasses  
14 two school districts: The Brittonkill School  
15 District and the Averill Park Central School  
16 District. Our professionals used local and state  
17 data and guidelines to forecast population  
18 projections and school-age children by housing type.  
19 The result of that is that the project will create  
20 72 children.

21 When we designed the housing, it was very  
22 important to us. I met with both Superintendent  
23 Dr. Snyder and Superintendent Dr. Johnson and we  
24 purposely orientated the senior housing within the

22

1 Brittonkill School District. As you can see, we've  
2 shaded that in and only one estate quad is in the  
3 Brittonkill School District and a portion of the  
4 senior housing. This project will virtually have no  
5 impact on the Brittonkill School District.

6 According to Dr. Johnson and a 2003 study done  
7 by the Capital District Regional Planning  
8 Commission, the Averill Park School District over  
9 the last several years has had stable to declining  
10 enrollments. The future of projections from Dr.  
11 Johnson in that study forecast those enrollments to  
12 remain stable or decline due to a decline in live  
13 births and larger graduating classes being replaced  
14 by smaller elementary classes.

15 The project can accommodate the forecasted  
16 number of 72 children in the Averill Park School  
17 District.

18 MR. URSBRUNG: My name is Greg Ursbrung. I'm a  
19 professional engineer and principal with the  
20 Saratoga Associates.

21 I'd just like to go over the sort of details of  
22 the subdivision and site plan on the project. We  
23 worked very hard with United Development to develop  
24 a design that would be consistent with the Town's

1 Comprehensive Plan and as Michael went over earlier,  
2 this included cluster residential development.

3 I just might add that in laying out the cluster  
4 development, we tried to keep those at the lower  
5 elevations so they would be naturally screened by  
6 the surrounding hills and then the less dense  
7 development would be at the higher elevations which  
8 is where the estate homes are.

9 And, also, Michael had gone over previously the  
10 preservation of open space where we're preserving 75  
11 acres, conservation and recreation of the trails and  
12 so forth and then provision of the senior citizen  
13 housing. The roads will be designed in accordance  
14 with Town standards and conveyed to the Town at the  
15 completion of construction for ownership and  
16 maintenance. And that is pretty much all of the  
17 site roads with the exception of the senior housing  
18 site will be owned and maintained by a Homeowner's  
19 Association.

20 We have entrances onto New York State Route 2  
21 and Pinewoods Avenue. We've contacted both the New  
22 York State Department of Transportation and the  
23 County Highway Department and obtained preliminary  
24 approval for these entrances. The roads themselves

24

1 will be designed with street trees and  
2 streetlighting. Lighting will be down lighting with  
3 cutoffs to minimize light impacts.

4 And, also, as Andy had mentioned earlier, there  
5 are some linear wetlands located throughout the site  
6 and we really worked very hard to provide a road  
7 alignment that would minimize any impacts to those  
8 wetlands.

9 We've been also working with the Army Corps of  
10 Engineers and we'll be filing a pre-construction  
11 notice with them prior to the start of construction  
12 for their review and approval.

13 The stormwater management for the project site  
14 will be done in accordance with New York State DEC  
15 and EPA Phase 2 standards. With that, we will be  
16 providing storm detention to limit runoff from the  
17 project site to pre-development grades. We'll also  
18 be providing water quality treatment of stormwater.  
19 These will be provided in detention and water  
20 quality basins located throughout the site.

21 As an additional precaution, we'll also be  
22 providing a 25-foot protective buffer along the  
23 Class C stream, which is located in the southern  
24 portion of the site.

1 With regard to the water supply, we estimate  
2 about 55,600 gallons per day average daily demand  
3 for the project. We've performed flow tests out on  
4 a 16-inch main located along Pinewoods Avenue which  
5 will provide water to the project and found that  
6 there is sufficient capacity for both domestic and  
7 fire-fighting needs.

8 We've also coordinated with the Eagle Mills  
9 Fire Department with regard to fire access to the  
10 site and location of fire hydrants.

11 This project will require the creation of Water  
12 District 13. Currently, it is Water District 3  
13 which extends 500 feet from the center line of  
14 Pinewoods Avenue. Water District 13 will  
15 essentially extend to the boundaries of the project  
16 site. So the entire project is included in that  
17 district.

18 On-site sanitary sewer will be comprised of a  
19 combination of gravity and pressure sewers. There  
20 will be five lift stations located on the project  
21 that will direct waste water to a force main  
22 located along Pinewoods Avenue.

23 And, again, this will require creation of Sewer  
24 District 7, which will extend to the boundaries of

26

1 the project site.

2 Now, from the project site, waste water will be  
3 pumped in a force main along the northern side of  
4 Pinewoods Avenue along this direction here to a  
5 manhole located at the intersection of Maple Avenue.  
6 We've contacted both the city and the county and  
7 determined that there is adequate capacity both in  
8 the city sewers and in the waste water treatment  
9 plant to accommodate flow from the project.

10 During the course of the --

11 UNIDENTIFIED SPEAKER: I'm sorry. It's  
12 virtually impossible to hear what you're saying out  
13 here. Something's obviously wrong from the previous  
14 speaker. Anything we can do with the technology?

15 (Pause in the proceedings.)

16 MR. URSBRUNG: The construction of the force  
17 main along Pinewoods Avenue will require  
18 landscaping and other improvements during  
19 construction and these will be replaced in kind to  
20 the extent practical. And United will be  
21 coordinating with each of the adjacent landowners  
22 prior to the start of the construction.

23 With that, I'd like to turn it over to Rick  
24 Benas.

1 MR. BENAS: My name is Rick Benas. I'm a  
2 licensed landscape architect and a principal at  
3 Saratoga Associates. You've heard from Michael  
4 pretty much about the quality development that's  
5 going in. That's the number one factor in visual  
6 impact assessment, high quality architecture with a  
7 theme behind the development to preserve as much  
8 vegetation as possible. That, we believe, is the  
9 number one character determinant in Brunswick, which  
10 is the delightful vegetation. And in this project,  
11 75 acres will be permanently preserved and 89  
12 percent of the site will be vegetated.

13 In addition, because of the concern for the  
14 preservation of vegetation, this applicant has  
15 redesigned this project several times and each time,  
16 they relocated elements to preserve vegetation.  
17 They downsized this in order to preserve vegetation  
18 and they made a commitment for ornamental plantings  
19 to reestablish vegetation where grading required its  
20 removal.

21 Another big factor is the delightful country  
22 club which everybody enjoys and appreciates in  
23 Brunswick. And in order to preserve the spatial  
24 enclosure that defines the fairways, the applicant

1 has put aside sufficient buffer zones so that it  
2 will not be housing them. It will be highly  
3 vegetative and that you can see with the 10-acre  
4 preserve in the lower southern and western portion  
5 of the site.

6 Lighting will be done with full cutoff  
7 fixtures. You heard that. That's a commitment.  
8 And there will be a very delightful sense of  
9 entrance landscape architecture conceived, two  
10 mapped kind of entranceways, that other subdivisions  
11 have done and also in some of the high quality  
12 housing.

13 Finally, any design is only as good as the  
14 maintenance characteristics and United has agreed,  
15 and there will be a maintenance program so that the  
16 grounds are well maintained and are taken care of.  
17 So that any dying ornamental plantings are replaced  
18 and lawns are properly mowed and so forth.

19 With that, I'll turn it over to Wendy for  
20 discussion of traffic.

21 There's one other thing, though, before Wendy  
22 starts about traffic. One of the other important  
23 community determinants is the maintenance of Route 2  
24 without geometric changes. And so the traffic plan

1 accomplishes that which helps also preserve the  
2 character of Brunswick.

3 MS. CIMINO: Good evening. For the record, my  
4 name is Wendy Cimino. I'm also a licensed  
5 professional engineer in New York State and work  
6 with Creighton Manning Engineering. We are the  
7 traffic consultants for the project.

8 What I'd like to do is go over in a little bit  
9 more detail than some of the other speakers the  
10 actual methodologies and analysis that was  
11 undertaken as part of the traffic study for this  
12 project.

13 First of all, we looked at three existing  
14 intersections: The intersections of Route 2 with  
15 South Lake Avenue, Route 2 with Pawling Avenue and  
16 Pawling Avenue with Pinewoods Avenue. These three  
17 intersections were chosen since they will most  
18 directly be impacted by the traffic from this  
19 project.

20 We also looked at the two-site access  
21 intersection and the future conditions.

22 The first step in our analysis is to collect  
23 existing traffic volume information. We collected  
24 peak hour turning movement counts at the three

1 existing intersections. We collected this data in  
2 October of 2004 and data is collected both in the  
3 morning and afternoon peak period. These represent  
4 typically the highest periods of residential traffic  
5 and also coincide with commuter peak traffic which  
6 is also the highest volume on the adjacent roadway  
7 network.

8 Those counts are done for two hours during each  
9 of the morning and afternoon periods. That volume  
10 is broken down to determine the peak one-hour volume  
11 condition and those volumes become the basis for our  
12 traffic study. We then forecast the volumes to a  
13 future year which represents the expected year of  
14 full buildout of the development. For this project,  
15 it was a five-year buildout that was estimated.

16 What we do is we take a background growth rate  
17 that's an approved rate based on New York State DOT  
18 historical traffic volume information and basically  
19 just take all the numbers and increase them by this  
20 rate annually for a five-year period. This will  
21 then --

22 UNIDENTIFIED SPEAKER: Pardon me. Could you  
23 outline the outline of the project as opposed to  
24 what's around it? I'm a little confused.

1 SUPERVISOR HERRINGTON: I'd like to have her  
2 finish her presentation. At that point, we can open  
3 it up for questions.  
4 UNIDENTIFIED SPEAKER: Well, it's nice to know  
5 what we're talking about as she shows this.  
6 SUPERVISOR HERRINGTON: Carry on with the  
7 presentation, please.  
8 MS. CIMINO: Sure. This is the project site.  
9 The purple circles are the intersections that I am  
10 referring to in my study. Basically --  
11 UNIDENTIFIED SPEAKER: Could you outline the  
12 project again?  
13 SUPERVISOR HERRINGTON: This is going to be a  
14 long night. You gotta bear with us here. There's a  
15 lot of people. We'd just like to get through the  
16 presentation. At that point, if you'd like to come  
17 up and ask specific --  
18 UNIDENTIFIED SPEAKER: We can't hear back here.  
19 You got all these people here and nobody can hear  
20 back here.  
21 UNIDENTIFIED SPEAKER: I'm concerned to know --  
22 UNIDENTIFIED SPEAKER: How can we comment on  
23 something if we can't hear?  
24 MS. CIMINO: I can try to speak up a little

1 bit. I hear people saying they can't hear.  
2 These forecasted volumes is what we call our  
3 noble condition and these volumes are increased over  
4 the existing -- and represent the conditions on the  
5 road that would be there regardless of this  
6 development as traffic would just increase due to,  
7 you know, additional cars and population growth.  
8 The Institute of Transportation Engineers,  
9 referred to as ITE, has a trip generation manual  
10 which is a manual that has rates to estimate the  
11 amount of traffic that would be generated by a  
12 development. This is the industry standard for  
13 developing trip rates for a project. We used a  
14 single-family home and also senior housing land use  
15 code. And based on those calculations as estimated,  
16 the project would generate approximately a hundred  
17 trips during the morning peak period and 135 trips  
18 during the afternoon peak period.  
19 Just as a note, senior housing is actually a  
20 very low traffic generator since a lot of people  
21 that live in this facility don't have to come out of  
22 their homes during the typical commuter period.  
23 They're retired. Therefore, in comparison, if this  
24 was a typical apartment project not limited by age,

1 there would be much more traffic generated by this  
2 site.

3 We then take those trip generations. We then  
4 distribute this traffic onto the roadway network  
5 based on observed travel patterns and also the  
6 estimate of traffic from the development and where  
7 the people will be coming to and from. The highest  
8 percentage of traffic will be traveling through the  
9 Route 2/Pawling Avenue intersection. Approximately  
10 60 percent is estimated to travel to and from the  
11 site through the City of Troy.

12 It's estimated that very few of the trips will  
13 come to and from east of the site. We then take  
14 those distributed trip generation numbers, add them  
15 to our no build volume and develop our build volume  
16 conditions. We then conduct an analysis of these  
17 intersections using the highest capacity software  
18 which, again, is industry standard for analyzing  
19 intersections. This is a rating system based on  
20 average vehicle delays and range from an A to F and  
21 is similar to a report card system where A is your  
22 best operation and F would be your worst operation.

23 Based on the results of our study, the two  
24 signalized intersections on Pawling Avenue, with

1 minor modifications to the existing signal systems,  
2 these intersections will operate consistent with the  
3 existing conditions. And based on our analysis,  
4 regardless of the existed development, those signal  
5 timing improvements will probably be needed in the  
6 future regardless of this development.

7 It's also noted there are some improvements  
8 being contemplated by the City at the Route  
9 2/Pawling Avenue intersection. And we also ran our  
10 analysis assuming that those improvements were done  
11 as well and those improvements would also  
12 work -- there would be no additional improvements  
13 needed with this project.

14 At the unsignalized intersections, including  
15 the two site driveway intersections, will operate at  
16 good levels of service. And no, as we stated  
17 before, geometric improvements are needed at any of  
18 the intersections.

19 The last analysis we do is a site distance  
20 evaluation at the two proposed site access points.  
21 That's a measure of the visibility for a driver  
22 leaving the site looking left and right to be able  
23 to have enough visibility to enter the roadway  
24 system and also for turning left into the site, the

1 visibility looking straight on the major highway.

2 The measured site distances are compared to the  
3 American Association of State Highway &  
4 Transportation Officials, commonly known as AASHTO,  
5 their criteria for the site distance. And for both  
6 the site driveways, for all the movements, we also  
7 meet that criteria as well.

8 So overall, as I said, there's minor signal  
9 timing improvements and there's no geometric  
10 improvements and the site access roads will operate  
11 with single lane approaches. We're recommending  
12 stop signs be placed on the exiting approaches.

13 I will turn it back over to Mike.

14 MR. UCCELLINI: Thank you, Wendy. The  
15 Comprehensive Plan calls for developments to provide  
16 positive economic impacts to the Town and broaden  
17 the Town's tax base. We have forecasted that  
18 approximately a million-four in sales tax revenue  
19 will be generated during construction; that  
20 approximately \$200,000 per year in sales tax revenue  
21 will be generated at project completion.

22 There will be over a million dollars in real  
23 estate taxes annually paid within the Town as a  
24 result of the project. The project is going to pay

1 to the Town's Park & Rec Fee Fund a \$155,000  
2 payment. And in addition, the project will create  
3 60-plus temporary new jobs as well as 10 permanent  
4 new jobs in the Town.

5 Orchard Village is the middle income senior  
6 housing component for the project. I talked about  
7 earlier that there is no middle income senior  
8 housing in the Town. The development of Orchard  
9 Village will allow the moderate income seniors in  
10 the Town to remain as lifelong residents and enjoy a  
11 quality of life that centers around socialization,  
12 intellectual stimulation and recreational  
13 activities.

14 The smaller residential-styled apartment  
15 buildings have been placed between the community  
16 clubhouse and eight villa-styled buildings and help  
17 create a sense of place, a village green and a  
18 beautifully landscaped community.

19 The apartments will have a New England style of  
20 architecture that is in keeping with the rural  
21 character of the Town, as you can see, and it's  
22 depicted in these renderings. You have the village  
23 green looking at the community clubhouse which  
24 creates a naturalistic landscaped setting with

1 places for gathering, conversation and activities.

2 There will be distinctive floor plans with  
3 kitchen windows, balconies and solariums. One- to  
4 two-bedroom apartment plans will range in size from  
5 650 to 1,500 square feet. The design of these  
6 apartments is such that it will promote independence  
7 through the normal transitions of aging, yet, allow  
8 for adaptations to changes in the residents' daily  
9 living activities.

10 There will be maintenance-free living. There  
11 will be full-time professional property management  
12 and maintenance staff with a 24-hour emergency  
13 response system. There will be secured entrances  
14 into each apartment building with intercom and video  
15 access. And there will be a nurse call system in  
16 each apartment home as well as comprehensive fire  
17 safety detection systems with full smoke alarms and  
18 a sprinkler system.

19 The hub of the community will be the community  
20 clubhouse, not only for the senior housing but for  
21 the carriage homes and the estate homes. This  
22 10,000 square foot state-of-the-art clubhouse will  
23 have many amenity-filled features, such as an indoor  
24 lap pool or aqua aerobics or lap swimming. It will

1 have a surround sound media room for theater night.  
2 It will have a gray room and cyber cafe with a  
3 residential style kitchen to generate places of  
4 holiday parties, gatherings, activities.

5 There will also be a state-of-the-art fitness  
6 room that will have equipment, not only for seniors  
7 but for the baby boomers living in the carriage  
8 homes or the Gen X-ers and baby boomers living in  
9 the estate homes. In addition, there will be a game  
10 room, conference room and library.

11 As part of the community clubhouse, United  
12 Group's proprietary SUN program is a program that  
13 really facilitates relationships with community  
14 service providers and allows the seniors or the  
15 residents to remain as independent for as long as  
16 possible. It is a seven-prong model that is  
17 proprietary to our company. In the eight  
18 communities that we manage around the Capital  
19 Region, it's alive; it's working; it's a fantastic  
20 program.

21 The components are listed up there. I'll read  
22 them. There's a health and wellness component, a  
23 finance and legal component, education and lifelong  
24 learning, convenience and economics, fun and

1 recreation, community and friendship and safety and  
2 security.

3 Now, I'd just like to give a couple examples of  
4 these, because it's very important. The health and  
5 wellness component: Currently, we will have grocery  
6 delivery. Hannaford and Price Chopper will come to  
7 the property with Coach buses, pick the seniors up  
8 if they don't want to drive, take them to the  
9 grocery store, bring them back. We will have  
10 pharmacy delivery. We create a linkage with a  
11 pharmacist in the area. We pre-screen home health  
12 aids so that if a senior aid is in place, we work  
13 with the families. We have a resident service  
14 coordinator who has had a master's in social work  
15 that will work with the families and assess the  
16 residents' needs and provide counseling and act as a  
17 liaison with those families and caregivers and the  
18 community senior organizations.

19 The education and lifelong learning piece  
20 consists of programs and speaker series on estate  
21 planning, Medicaid care, financial planning. We  
22 literally will have speakers come to the property  
23 and present in the clubhouse on various topics.

24 We also create a partnership with a local

1 university and wherever our properties are to  
2 provide educational programs in history, art or  
3 foreign languages if somebody wants to learn a  
4 second language.

5 The fun and recreation piece will be run by an  
6 activities director who will coordinate cooking  
7 classes, wine tastings, intergenerational programs.  
8 There will be many volunteer opportunities and trips  
9 to SPAC, casinos, Radio City, Pepsi Arena, et  
10 cetera. It really is an entire quality of life  
11 program. We don't just provide shelter for seniors.  
12 We provide a quality of life.

13 I talked earlier at the beginning about the  
14 vision. Carriage Hill's an intergenerational  
15 community catering to the Eisenhower, Baby Boomers  
16 and Gen X-ers. We are serving a community need in  
17 the Town. There is a need for middle income senior  
18 housing. We are committed to the Comprehensive Plan  
19 principles in providing senior housing as called out  
20 for in the Comp Plan. We're clustering the  
21 development as called out in the Comp Plan;  
22 techniques like PDD, sensitive growth. We're  
23 preserving 75 acres of land to keep the scenic  
24 vistas, the attractive landscaping.

1 I think the architectural styles are New  
2 England in nature, but they're in keeping with the  
3 Town of Brunswick's rural character and the  
4 environmental sensitivity with the 10-acre  
5 conservation zone, the protection of natural  
6 resources, the protection of archeological sites,  
7 the buffers provided around the wetlands. And we  
8 are expanding the tax base and extending the public  
9 infrastructure within the Town, which is all called  
10 out for in the Comprehensive Plan.

11 The project advantages -- I went over  
12 them -- are community need, the positive economic  
13 impacts and the tax base. There is virtually, as I  
14 said, no impact on the Brittonkill School District  
15 and we are serving the need of the local seniors.

16 And with that, I'd like to turn it back over to  
17 the Supervisor for the question and answer period.  
18 Thank you very much for listening to us. As I said,  
19 I am based in the Town and I'm very passionate about  
20 doing the right thing and providing senior housing.  
21 Thank you.

22 (Applause.)

23 SUPERVISOR HERRINGTON: Okay. What we've done  
24 tonight is we've opened the parking lot next to us,

1 the highway garage, for the overflow. We put a  
2 walkway in. With my loud voice, you can probably  
3 hear me outside, but we put some speakers out there.  
4 My concern is I want to make sure everybody who has  
5 concerns will be heard. You know, we'll start in  
6 here with these people. The people outside, if you  
7 have questions, comments, you know, I'm going to ask  
8 you to come in and use the microphone. We can stay  
9 til 2:30 or so, but I want to make sure everybody  
10 has a chance at the mike and has their comments.

11 The other thing I want to announce is from now  
12 on, going forward, we're going to coordinate with  
13 Tamarac High School and have the public hearings in  
14 Tamarac's auditorium.

15 (Applause.)

16 SUPERVISOR HERRINGTON: They have a seating  
17 capacity of 800 people there.

18 So at this point, we will open the mike and  
19 we're going to ask you to come up and speak in the  
20 microphone. As mentioned, it goes directly into the  
21 tape and helps our Town Clerk recording the minutes.

22 So anybody that wants to get started, the mike  
23 is open. We need your name and address, please,  
24 also.

1 MR. WELCH: My name is Matt Welch. I live at  
2 152 Brunswick Road. I'm a property owner. I've  
3 lived in the Town for my entire life and I've lived  
4 on Route 2, Brunswick Road for my entire life also.

5 I'm opposed to this project. I feel it would  
6 change the character of the Town too much in the  
7 wrong direction. The project is too big and would  
8 have a negative impact on Route 2, Brunswick Road.  
9 Route 2 is labeled a scenic highway, to my  
10 understanding. The road is busy and getting busier  
11 each year. The added traffic would not help the  
12 community.

13 I've heard in the past from the town officials  
14 that they would like to keep Route 2 rural and let  
15 Route 7 develop. I support that idea. I'm not  
16 opposed to houses being developed on Route 2 but not  
17 at this rate.

18 I understand the seniors of this community  
19 deserve adequate housing. Maybe two-story  
20 apartments without the 100-plus homes would be more  
21 favorable at this location.

22 My job entails traveling around the Capital  
23 District and when I talk to people who live in  
24 Pittstown, Hoosick, Bennington and parts of

1 Brunswick, they tell me how they avoid Route 7 and  
2 now travel Route 2. So there's no doubt that Route  
3 2 is increasing in traffic from what I see and hear.  
4 I'm afraid to even ride a bicycle on Route 2  
5 anymore.

6 I also do not see how this project would  
7 benefit the residents of this Town as a whole. The  
8 current taxpayers of the Eagle Mills Fire District  
9 would have to purchase a ladder truck and fire  
10 station to house the truck to meet the ISO standards  
11 for the nine three-story-high senior apartments.

12 Bottom line: I don't want Brunswick to turn  
13 into a Clifton Park. Thank you.

14 (Applause.)

15 MR. RINEHART: Good evening. My name is Bill  
16 Rinehart. I'm from Averill Park. I'm on the  
17 Averill Park School Board, so we're a little  
18 concerned about 105 houses being stuck in our  
19 district at 73 kids by their study and 1.5 per house  
20 by ours.

21 We have found that \$1,700 will be added to the  
22 tax rolls for every pupil that we absorb. We're  
23 concerned about George Washington. As you all know,  
24 it's a smaller-age school. Adding even 72 to that

1 load, as we're already approaching capacity, that  
2 becomes an issue.

3 I was wondering if they studied how many kids  
4 are generated by the empty homes the seniors would  
5 be leaving to go to the apartments, because all  
6 those empty homes are going to wind up selling to  
7 people coming up.

8 And another concern is transportation,  
9 bus access, egress. We're figuring at a hundred or  
10 120 students, that's three bus loads going through  
11 the area twice daily.

12 And just for informational purposes, Averill  
13 Park is growing. We are presently at 3,550. The  
14 paperwork I saw had us at 3,250. We added 200 when  
15 we went to full-day kindergarten the first summer  
16 and we are growing. So, of course, that is a  
17 concern. Thank you.

18 (Applause.)

19 MS. HAYNES: My name is Susan Haynes. I live  
20 at 11 Westlane Road. I think that this Town is  
21 running the risk of becoming -- I don't know if  
22 you're familiar with the nursery rhyme "The House  
23 That Jack Built." I think that because it's being  
24 talked about, just adding on and adding on without

1 looking at the cumulative impact, we're in danger of  
2 becoming the Town that Jack built.

3 Because every time we get a new development  
4 proposal, we need to look at how they're all going  
5 to tie together. I really think that we need some  
6 kind of town planner to look at how all these things  
7 are going to relate to each other. And if we keep  
8 building like this, we're going without regard to  
9 our total future.

10 We need to consider traffic, taxes, impact on  
11 schools. And if people are going to want to, say,  
12 go to Hoosick Road to do shopping, say, at Walmart  
13 or other stores on Hoosick Road, well, people are  
14 not going to necessarily all go up South Lake Avenue  
15 like good boys and girls. They're going to look for  
16 shortcuts.

17 I know in talking to people when I was out  
18 talking to people earlier this fall, I met a number  
19 of people who said, you know, "People are cutting  
20 through our neighborhoods. They're going really  
21 fast. Can't you do something?"

22 I met someone who was at the corner of Prout  
23 and Thomas and she is elderly and she had a little  
24 time on her hands. So on a Tuesday afternoon, from

1 2:00 to 3:00, she counted 218 cars cutting through  
2 her neighborhood.

3 And I think without considering these  
4 cumulative impacts and looking at the whole, we're  
5 like the blind man looking at the elephant.

6 (Applause.)

7 MR. TKACIK: My name is Jim Tkacik. I live at  
8 387 Brunswick Road next to Welch's Farm.

9 MR. MALONE: Will you spell your last name for  
10 the clerk?

11 MR. TKACIK: T-K-A-C-I-K.

12 On the nice slide show that we have here, there  
13 was something about the attentiveness to detail.  
14 Well, I looked at the DEIS and I see nothing but  
15 discrepancies and inconsistencies in the detail.  
16 All right? And I'd like to know whether the Town  
17 planning people or the Board has given any critical  
18 inspection to the details. All right?

19 Let me give one example or examples relating to  
20 one matter and that is traffic, all right? Within  
21 the DEIS, the traffic engineer -- you -- the  
22 assumption for growth of the traffic was what?

23 SUPERVISOR HERRINGTON: That's all right.

24 MR. TKACIK: One percent a year, right? One

1 percent a year. That was the assumption for traffic  
2 growth. I don't think that's a valid assumption. I  
3 live on Route 2. Since Route 7's been worked on,  
4 the traffic there has gone up by how much? It's  
5 gone up a lot. A lot of trucks.

6 And there are two traffic reports within the  
7 bulk of material at the library. I don't know if  
8 anyone's been there. These things, you can get fit.  
9 You don't have to go to aerobics or anything.  
10 They're just massive volumes. They're loaded with  
11 details, but you have to look at the details.

12 In the first bit, in 2002, the peak vehicle  
13 traffic, all right, going west, in other words, in  
14 the morning going toward Troy, was put at 352  
15 vehicles per hour. Okay?

16 Also in there, in another section, they quoted  
17 2004, an amount of 470 vehicles per hour. So  
18 between 2002 and 2004, the traffic increased by 35  
19 percent. Right?

20 And, also, going east, it's actually an even  
21 greater amount. In 2002, it was 327 peak vehicles  
22 per hour. In 2004, it's 510. That's a 55 percent  
23 increase.

24 Now, I don't understand it. Either the

1 projection growths are wrong -- in other words,  
2 you're saying one percent and there's nothing like  
3 that; it's much greater than that -- or the numbers  
4 are wrong, in which case they should be ripped up  
5 and thrown away. Now, which is it? They can't be  
6 both. I think there's problems with the numbers.

7 Another one -- can I have your picture from  
8 back there? Could I see that, please? There's one  
9 other thing. I didn't spend hours and hours looking  
10 at this. I went to the library and looked at this  
11 for an hour. I can probably talk all night about  
12 this. All right?

13 We're going to talk about details. We'll talk  
14 about details.

15 SUPERVISOR HERRINGTON: I want to make sure  
16 everybody has a chance tonight.

17 MR. TKACIK: If you're not going to review with  
18 a critical eye to detail in those rates of material,  
19 there's no use printing them.

20 In what I would call the line of sight, the  
21 sight distance for automobiles coming on Route 2,  
22 which is up here, they site that at approximately  
23 1,000 feet coming from Eagle Mills. I can guarantee  
24 you if you're a thousand feet away from that spot in

50

1 Eagle Mills, you can't see that spot, because it  
2 comes around that curve and it takes a dip.

3 Now, if you look at this map, a thousand feet  
4 is -- oh, that's about that far. There's 400.  
5 There's 800. A thousand feet is about right here.  
6 And anybody who travels that road knows that you  
7 can't see that spot, because you're going down in  
8 that dip. You're making a curve. And that is  
9 absolute nonsense. They're looking at this map and  
10 they're saying, "Okay. We can see this far, because  
11 there's no bend here." That's not true if you look  
12 with your eyes and you can remember your memory and  
13 not look at these rings of volumes and these  
14 projections and the like, that's it. That's the  
15 truth.

16 (Applause.)

17 MR. TKACIK: Now, there's one other thing. I  
18 hate to pick on the traffic engineer here. We're  
19 talking about the intersection of Route 2 and  
20 Pawling down in Troy. All right? What is the --  
21 I'm not a traffic engineer. What's the level of  
22 service of that intersection in rush hour?

23 MS. CIMINO: Right now?

24 MR. TKACIK: At rush hour.

1 Does anybody on the Board know?  
2 UNIDENTIFIED SPEAKER: Should know.  
3 MR. TKACIK: That's right, should know. It's E  
4 or F. A is good. E is flunking. F is  
5 dysfunctional.  
6 We're talking about signal timing improvement.  
7 What does the State plan to make that a functional  
8 intersection? What would that include?  
9 MS. CIMINO: The State's not doing that  
10 intersection.  
11 MR. TKACIK: I know, but you mentioned -- I'm  
12 saying this because you're the one who -- you  
13 presented the information.  
14 MS. CIMINO: Do you want me to -- I mean, what  
15 do you want me to --  
16 MR. TKACIK: My point here is they're glossing  
17 over the difficulty.  
18 One final thing. What they need to do at that  
19 intersection -- it's in the report. It's in the  
20 DEIS. So it's relevant to this. This is not just  
21 somebody ranting about the traffic -- they have to  
22 conduct their roundabout and put a roundabout in  
23 there to make that a functioning intersection.  
24 And you consider any more traffic volume from

1 this project or any other projects, these have to be  
2 taken into account. The presentations made here  
3 don't mention any of these difficulties. They're  
4 glossed over. Get into the details. Go through the  
5 reports. You're going to see a lot of  
6 discrepancies. You're going to see a lot of  
7 inconsistencies where you can say, "Well, some  
8 engineer said this and someone else must be right."  
9 No, it's not. Just look with your own eyes. Thank  
10 you very much.  
11 (Applause.)  
12 MR. UCCELLINI: It's important that everything  
13 gets recorded. So to ask us questions up here and  
14 then we're not at a microphone, we can't react. But  
15 if it's all right, Wendy would like to address that,  
16 because there are some discrepancies in his report.  
17 MS. CIMINO: Just a couple of things.  
18 Regarding the growth rate, the rate is developed  
19 based on a review of New York State DOT data and  
20 information that is published. And in addition to  
21 that, which I didn't -- you know, I wanted to try to  
22 limit my presentation, but we do actually add in  
23 other development traffic into that background  
24 growth rate as well.

1           And we did add some traffic associated with  
2 another development that had not yet even been  
3 approved, but since we were aware of it and at the  
4 time of our study, it was actively in the process  
5 with the Town as well, and that rate was actually  
6 looked at by New York State DOT and approved by New  
7 York State DOT as part of our analysis.

8           The other thing as far as the sight distance  
9 that he was pointing to, he actually was not  
10 pointing to the correct movement. What that sight  
11 line on Route 2 is is when you are actually sitting  
12 at the site driveway and you're looking ahead of  
13 yourself to see ahead of you the cars coming in the  
14 opposite direction to take a left into the site.  
15 That --

16           MR. TKACIK: It doesn't say that. No, that's  
17 not what it says there. It says entering the road  
18 from the development.

19           MS. CIMINO: There are two different things  
20 that we look at.

21           MR. TKACIK: They're the same. Look at your  
22 own report.

23           MS. CIMINO: I understand my own report,  
24 believe me. There are two -- three measurements.

1           Sight distance, one of them, is on Route 2 looking  
2 straight ahead when you're sitting at the driveway,  
3 take a left into the site. That measurement is in  
4 there. The other two is when you're sitting back on  
5 the site access and you look to the left and you  
6 look to the right. And those measurements were  
7 made -- we went out in the field and we walked that  
8 measurement. We look at that measurement.

9           We don't just look at a plan on a piece of  
10 paper. We're out there and we measured them several  
11 times. And they're based on standards. They're  
12 based on criteria. They're based on a certain level  
13 that you look at for, you know, your height of eye  
14 and your height of driver.

15           So when you go out there and you're looking,  
16 you may not be looking at the same standard and, you  
17 know, we're actually simulating looking if you're  
18 sitting in a vehicle and, you know, it's very  
19 distinct criteria and it's based on, you know, the  
20 actual criteria like I had mentioned before.

21           The level of service at the Route 2/Pawling  
22 Avenue intersection, our analysis shows currently it  
23 is not a failing intersection during the peak  
24 periods. There is one movement that is actually at

1 a lower level of service. The City is looking at  
2 improvements at that intersection. A roundabout  
3 will actually -- that intersection will operate at  
4 level B or A during peak periods. A roundabout can  
5 handle an extensive amount of traffic.

6 One of things at that intersection is the  
7 movement right now, a lot of left-turn movements.  
8 When you put a roundabout intersection, you  
9 eliminate all left-turn movements from an  
10 intersection. Therefore, you can handle a lot more  
11 traffic.

12 Our analysis shows if those improvements are  
13 not done, because they are not set in stone by the  
14 City, that the signal improvements that we're  
15 recommending will result in levels of service that  
16 are acceptable at that intersection.

17 The reason for those timing improvements is  
18 that signal system as well as the one to the south  
19 are an older system that is pre-timed; meaning, the  
20 signal timings do not change during your peak hours  
21 to fluctuate and adjust to the set flow of traffic.

22 The more advanced and modern signals have the  
23 detectors in the roadway so that your signals  
24 operate much more efficiently on their own. It can

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1 sense the vehicles there. It can lengthen the green  
2 time, shorten the green time. It does what it needs  
3 to do to get that flow of traffic through there.

4 Those signals are pre-timed. They do not do  
5 that and they could probably if you did some of  
6 those improvements we're recommending now. It would  
7 actually operate better.

8 And so that's my response. I don't know if  
9 that helps. I don't want it to be, you know,  
10 misconstrued that some of things that were said were  
11 not the right movements. We did go out in the  
12 field. We're there more times than we usually want  
13 to be out there measuring and looking and counting.

14 SUPERVISOR HERRINGTON: What will happen is all  
15 these comments that are brought up, as mentioned,  
16 will have to be responded to in writing.

17 One thing I've noticed living on Tamarac Road  
18 the last two years, three years, from 7:00 to 7:30  
19 in the morning, I mean, it's unbelievable amounts of  
20 traffic. I don't know where it comes from. There  
21 is a lot of Vermont plates. I'm guessing Hoosick  
22 Falls --

23 UNIDENTIFIED SPEAKER: They're bypassing Route  
24 7.

1 SUPERVISOR HERRINGTON: Wait a minute. What  
2 I'm telling you is they're all going down to Route  
3 12 and I understand that. And, you know, I just  
4 don't want you to blame the growth of Brunswick on  
5 that, because we haven't had very much growth in  
6 Brunswick, you know, which this original project,  
7 let me tell you, was approved -- just bear with me.  
8 I don't want to give numbers, but this original plan  
9 was approved. I voted against it. Okay? You  
10 people are there thinking we got our minds made up.  
11 That's not true. I voted against it and Michael  
12 will tell you and his father. You gotta go through  
13 these steps. I mean, this is a different project  
14 than it was before.

15 But what I'm telling you, what people blamed  
16 Route 7 crazy traffic, you know, it's Route 7, I  
17 mean, they're going through. They're building in  
18 Vermont. They're skiing. I don't know what they're  
19 doing. They're coming down Tamarac Road. They're  
20 going down Route 2. If I could stop it 100 percent,  
21 the darn traffic keeps coming. So there is  
22 concerns. I understand you don't want to add more  
23 to it, but what I'm telling you is the whole area is  
24 changing and we are feeling some of that.

1 MR. DURKIN: Joseph Durkin, Eagle Mills. You  
2 might have heard us talk at some of the prior public  
3 hearings for Hudson Hills and the Highland Creek  
4 about cumulative impact; it was mentioned  
5 previously, and the obligation of the Board to  
6 engage in comprehensive planning. And that all  
7 doesn't need to be said, although probably should be  
8 said again, but we won't take up the time with that.

9 I live on Pinewoods Avenue, corner of Pinewoods  
10 and Maple. And Pinewoods Avenue is a perfect  
11 example of the problems that we're faced with by the  
12 cumulative impact of these projects and the need for  
13 comprehensive planning.

14 Pinewoods Avenue will become a very busy road.  
15 It's a very vulnerable road to traffic right now.  
16 It will become a major route from south traffic.  
17 Now, you said before there's the five planned  
18 development districts currently before you and  
19 there's other growth in town as well, but picture  
20 Pinewoods Avenue with a Walmart over on Route 7.

21 Does anyone else live on Pinewoods Avenue?  
22 (Affirmative responses.)

23 MR. DURKIN: And people are not going to just  
24 come from Brunswick to go to Walmart. Picture a

1 couple developments east of Eagle Mills on Pinewoods  
2 Avenue, east of us, and people going to and from  
3 Albany, going to work. I take Pinewoods Avenue to  
4 go to work. I think Pinewoods Avenue will become a  
5 major thoroughfare for traffic from the south for  
6 the Walmart, for these developments.

7 Now, I'm not picking on this particular  
8 development. There are other problems with this  
9 development, but let's just focus on the traffic  
10 generated by all of these projects that you're  
11 currently considering. They're all going to go by  
12 my house. I don't know whose other houses they're  
13 going to go by, but they're going to be by my house.

14 When I first moved into Brunswick 11 years ago,  
15 a very, very large John Deere tractor went up  
16 Pinewoods. It was Mr. Herrington's tractor. I  
17 gotta tell you I was thrilled. I said this is the  
18 greatest thing in the world. I live in the country.  
19 That's the kind of traffic I like. It was  
20 wonderful, by the way, this past fall when you were  
21 putting the manure on the field. That's the price  
22 of living where I live. That doesn't bother me.  
23 It's this other traffic that we're concerned about.

24 Anyway, you know, I think you have to really

1 take into consideration all of what's going on, the  
2 other projects that you're considering. I know  
3 you're tired from hearing us say it, but we have to  
4 keep repeating it. You have to take it into  
5 consideration.

6 Now, there's other problems with Pinewoods  
7 Avenue. Now, this particular project is going to  
8 bring the sewer up from Troy. Now, there's a  
9 concept in SEQRA called growth-inducing impact.  
10 That's a big growth-inducing impact right there.  
11 You bring that sewer out to this project and every  
12 single open space along Pinewoods Avenue is now fair  
13 game for development. Now, that's good or bad, you  
14 know, but that's something you have to take a look  
15 at.

16 Now, with the traffic that's elsewhere in  
17 Brunswick, south of Brunswick and Albany, plus  
18 perhaps, some other large developments going in on  
19 the open space, Brunswick Avenue is going to become  
20 a very, very crowded street and this is another  
21 problem with these planned development districts.  
22 They're little zoning ordinances unto themselves.

23 Once you start simply granting planned  
24 development districts as the developers propose

1 them, how can you ever say no to another planned  
2 development district? When do we reach enough  
3 planned development districts in a particular  
4 location?

5 Pinewoods Avenue, once you put the sewer in, is  
6 Mr. Miller going to turn his back on several hundred  
7 quarter-acre lots or eighth-acre lots like over in  
8 Highland Creek? Maybe not. I don't know. Welch's  
9 farm is currently zoned 15,000 square feet. Maybe  
10 that gets sold. Maybe that gets developed. Before  
11 you know it, Pinewoods Avenue is going to look like  
12 Latham. And, once again, when I first moved down  
13 here, I was thrilled with the way it looked. I  
14 don't want to live in Latham. That's something you  
15 have to take into consideration.

16 Now, one thing I have to mention: The fellow  
17 over here mentioned details of the project. I have  
18 a sneaking suspicion that what's going on with this  
19 particular planned development district is an effort  
20 to achieve a density greater than would currently be  
21 allowed. I'd like to get a little clarification on  
22 what is meant by the recreation zone that is a  
23 considerable portion of this project. I think maybe  
24 60, 70 acres of this project is currently under

1 recreation zone.

2 I ask the Town: What's permitted in that  
3 zone? I was told a golf course only. So,  
4 currently, about 60 or 70 acres of that area can't  
5 be built on if the information I was given is true.  
6 I don't know where this other 75 acres of open space  
7 is currently located on that map. It's hard to tell  
8 where reading the Draft Environmental Impact  
9 Statement, but I would like to get some  
10 clarification on what the zoning -- what the current  
11 zoning would allow.

12 Now, they claim 210 houses. I think it's  
13 considerably less when you take into account the  
14 limitations from the current zoning ordinance, the  
15 inherent limitations in the land. I think achieving  
16 a greater density than you currently achieve with  
17 the current zoning ordinance and I don't think  
18 that's what's meant by cluster development.

19 I think cluster development is take the density  
20 that everyone believes is appropriate for the region  
21 and then to put it in the middle of the spot or  
22 maybe corner and truly devote space to open space.  
23 I didn't see a lot of open space on that particular  
24 plan.

1           And I wasn't going to bore you with the quotes  
2 that I gave the last time, but there's one I do want  
3 to make. According to the Town Law -- and that's  
4 not your law; that's the Town Law of the State of  
5 New York -- the most important powers and duties  
6 granted by the Legislature to a town government is  
7 the authority and responsibility to undertake town  
8 comprehensive planning and regulated land use for  
9 the purpose of protecting the public health and  
10 safety and general welfare of its citizens.

11           Now, I've said previously you have to take into  
12 consideration all of us, not just the benefit of the  
13 developer, and I know you're taking that into  
14 conversation.

15           I also have one thing to add. I do note that  
16 the Town's own ordinance calls for a report from the  
17 Zoning Board of Appeals. I don't know if that's  
18 been generated yet, but I think it would be a  
19 wonderful place to have this study of what the  
20 development potential of that site currently is as  
21 currently zoned. And I'd like to hear the results  
22 of that report. Maybe somebody could do an  
23 alternate site plan showing what could be built  
24 there without the planned development district. And

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1 that's it for today.

2           (Applause.)

3           MR. BRINGSJORD: Selmer Bringsjord. 18 West  
4 Road, Brunswick Hills. I want to first report that  
5 I have to confess that I have a very old-fashioned  
6 view of procreation. Apparently, I've been  
7 enlightened about a number of things tonight and one  
8 of those things is someone at odds with how we  
9 usually procreate. I discovered that the project  
10 will create 72 children and I didn't realize that.

11           I have to also confess I have a really  
12 old-fashioned view of transportation, you know, like  
13 moving buses of people who are taking trips to  
14 Atlantic City on the Mohawk Trail and into Route 2  
15 and so forth might not be so pleasing aesthetically,  
16 but you know, it's been informative. I've learned  
17 something there as well.

18           So let's see. The problem is that the density  
19 of this project to any sane human being looking at  
20 the Mohawk Trail, which starts in Troy and runs for  
21 quite a distance, is preposterous. It is moving us  
22 toward having two Route 7's. Why don't we just do  
23 that? Why don't we just have a Route 7 Corridor and  
24 a Route 2 Corridor? That's what this is going to

1 do. It's going to open the flood gates. It's  
2 patently obvious. Look at it. Look at the density  
3 of it.

4 Then, as mentioned, look at Welch's farm and  
5 further out. That's the decision you have to make.  
6 You want another Route 7? Go ahead. Build this.  
7 That's what you'll get.

8 Building individual homes in a reasonable  
9 fashion that matches the tenor of the trail as it  
10 currently exists, now, that would be smart. This is  
11 stupid. It's objectionable. If you flew an  
12 airplane -- in fact, you can do that -- going into  
13 Albany along the flight path and you overlay this to  
14 what you see when you fly in, again, it's patently  
15 obvious. It will stick out like a sore thumb.

16 A 10,000 foot clubhouse with tons of people  
17 crammed into essentially multi-family housing. Do  
18 we see that now on this road? I don't think so. I  
19 could, as many people here, fill up the evening.  
20 I'm not going to take you up on your offer of 2:30  
21 in the morning, but look; the tax revenue game, I  
22 mean, what are we? Idiots?

23 (Applause.)

24 MR. BRINGSJORD: You have to figure the

1 expenses and you run the calculation, figure out  
2 whether it's a -- and if you look on the web, due  
3 diligence, you'll find out that every time almost,  
4 the argument is made this is going to bring lots of  
5 money into your pockets. Actually, the expenses  
6 usually outweigh what you take in. And in your  
7 presentation, miraculously absent is any discussion  
8 of the overall, call it what you will, profit. It's  
9 not there.

10 One final thing. You know, I don't know for  
11 sure, but I would hazard a guess that this land was  
12 at one point associated with a very special home and  
13 I bet you that there are some people who know enough  
14 about this town to know what that home or what those  
15 homes may be. They may still, in fact, be standing.  
16 They don't have deeds.

17 In Brunswick Hills, we can't do anything that's  
18 contrary to the deeds that restrict development in  
19 that area. I haven't heard anything about that.  
20 I'm just very curious. And even if those deeds do  
21 exist and there's some way around what they say,  
22 just think about what you're doing from a historical  
23 perspective. You're taking the land that was  
24 associated with homes of great character, the homes

1 that stand here now in Brunswick and, again, you are  
2 standing on the precipice of converting this  
3 incredibly historic beautiful road into Route 7  
4 number two. That's what you're doing.

5 (Applause.)

6 MR. MESKOSKEY: Pete Meskoskey, 168 Town Office  
7 Road. Board members, both Town and Planning Board,  
8 we are back once again in yet another meeting,  
9 because we have another merchant who wants to come  
10 to our town and sell us his wares. These merchants  
11 want us to buy their goods. They will say just  
12 about anything to make their merchandise sound  
13 appetizing.

14 This is the third review and no different than  
15 the others. They come into our town and cite our  
16 master plan and tell us residents how well their  
17 plan to develop this fits into our town. They tell  
18 us the project will have very little impact or no  
19 impact on the community. They talk about the  
20 revenues and the taxes that will be generated.

21 They don't talk about the shortfalls, the  
22 impacts on the schools and the shortfalls on the  
23 school taxes. They don't talk about the public  
24 safety and how dangerous the traffic burden on all

1 the roadways have become without any type of new  
2 development.

3 I have yet to see one of these merchants agree  
4 with one single objection that has been brought  
5 forward. These objections have been many by a very  
6 diverse group of residents with specific knowledge  
7 in the areas of expertise and many others with just  
8 a common concern.

9 The merchants, salesmen or developers,  
10 whichever fits, have completely ignored the  
11 cumulative impact. Isn't it amazing? I can't for  
12 the life of me understand how we can have three  
13 different reviews of three projects and not one  
14 thing in the eyes of the merchants, the developer is  
15 wrong.

16 That is because they are motivated strictly by  
17 profit. We have one that tells us, for example, the  
18 traffic near the project will only be delayed four  
19 seconds. Very amusing. Last Thursday, one of the  
20 salesmen came to the Town Board meeting and did the  
21 old bait and switch. He was very excited, because  
22 he reduced the number of apartments from 1,100 to  
23 600. He was very pleased with himself and his  
24 project.

1 This evening, our salesman actually had  
2 invitations to ensure he would have people here to  
3 speak in favor of his goods. Very slick. The  
4 person we have in this evening cited our master plan  
5 in his documentation 29 times; in his DEIS, 29  
6 times. This merchant told this town and its  
7 residents how wonderful this project would be for  
8 our town. And 29 times, he assured himself that the  
9 project would be good for the residents. And 29  
10 times, he gave us opinion, not fact, and molded it  
11 to meet his needs, not ours.

12 I could take 29 different people from 29  
13 different towns, have them read the master plan and  
14 look at this project and come up with 29 different  
15 opinions of how this project using the master plan  
16 would either benefit or not benefit Brunswick. This  
17 is all about the people and the process.

18 It's just amazing to see the participation at  
19 this meeting and all the meetings. The people in  
20 this room, including all the Board members and all  
21 the residents of Brunswick, should be extremely  
22 proud of themselves. And the fact that they are  
23 involved, this is becoming an historic time in the  
24 history of our town. It doesn't matter if you are

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1 for or against this project or any other project.

2 If you want this project, I wish you well. If  
3 you don't want this project, I also wish you well.  
4 You have the right and the freedom to express your  
5 opinion. This Town Board's job will not be an easy  
6 one. They have the responsibility to make informed  
7 decisions based on all the facts keeping in mind the  
8 cumulative effect all of the projects will have on  
9 the people and their families.

10 They must make a decision which meets the needs  
11 of everyone. Most importantly, they must be open to  
12 all suggestions and opinions. This decision will  
13 take time. We must be patient. We, the residents  
14 and the families, need to be diligent in letting the  
15 Town Board know the facts and how we feel.

16 Remember, knowledge is power. Please make sure  
17 these Board members know how you feel and what you  
18 want. This is about community, family and a  
19 peaceful life. Let the process take place. Thank  
20 you.

21 (Applause.)

22 MR. BLANDY: Hi. My name is Tom Blandy. I  
23 live at 37 Brunswick Road, which is within sight of  
24 the intersection of Route 2 and Pawling Avenue and

1 Congress.

2 SUPERVISOR HERRINGTON: City of Troy, right?

3 MR. BLANDY: The City of Troy, yes. Talking  
4 about the big picture, one of the things that I  
5 think is very important that Troy and Brunswick have  
6 that are very lacking in most cities is that as you  
7 leave from Route 2, there is a point at which you  
8 leave the suburbs of Troy -- it's in  
9 Brunswick -- and you are in the country. And then  
10 you keep going a little while and you come to the  
11 attractive village of Eagle Mills.

12 This is what's so wonderful about cities in  
13 Europe is that they have an edge. This is a  
14 boundary jumping project and it is not proper to  
15 desecrate the countryside as people have pointed out  
16 and I don't want to belabor that.

17 So then this Route 2 intersection that they're  
18 going to try to improve, it actually works very well  
19 at the moment. And even though there is left-turn  
20 planning, there is really no problem. But what  
21 they're going to make trucks do with this rotary  
22 that they want that I live within sight of is to  
23 make trucks make about a 270-degree turn and they're  
24 going to eliminate all that vegetation and all that

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1 nice little island in the middle, which really  
2 civilizes the area. It really helps the area a  
3 great deal, the immediate vicinity. And they're  
4 going to wipe that out for this sprawling but small  
5 radius rotary, which means that trucks have to  
6 practically go over the center of the rotary, a  
7 tractor trailer, to negotiate that turn. And so  
8 they wipe out every vegetation in that area. And I  
9 object very strongly to that and we're trying to  
10 stop that on the Troy side.

11 Now, the other thing I would say to the  
12 citizens is you have done -- I'm an architect. I've  
13 been to many of these presentations here and  
14 elsewhere. And I don't know of any group of people  
15 that have made a more sophisticated argument against  
16 these projects than I have seen here.

17 What the citizens need to do is keep up the  
18 pressure on the Board.

19 (Applause.)

20 MR. BLANDY: The presumption has been -- and  
21 these people who -- the developers are expecting  
22 this, although I think they're getting a whiff of  
23 great shock on the thing; that if they can jump  
24 through the hoops, that they have a right to make

1 this development, but they don't. It's zoned  
2 differently. The Town is against it and the Town  
3 must make it clear.

4 And the only thing to do is to make it more  
5 painful for the Town Board to do the project than to  
6 not do it. And so pressure, pressure, pressure is  
7 the answer, in my opinion. Thanks very much.

8 (Applause.)

9 MS. ROBBINS: Good evening. My name is Janet  
10 Robbins. I do not live in Brunswick, although I am  
11 scouting the area for a property. And when I look  
12 for a property --

13 SUPERVISOR HERRINGTON: Where are you located?

14 MS. ROBBINS: I live in East Greenbush.

15 SUPERVISOR HERRINGTON: Okay.

16 MS. ROBBINS: Rensselaer County.

17 I do believe that this kind of project affects  
18 the whole county. We've already heard that it  
19 affects the Averill Park School District, so that  
20 affects taxpayers in West Sand Lake, Sand Lake and  
21 all those areas. So I do believe it is a county  
22 problem as well as a Brunswick problem.

23 While I've been listening to the presentation,  
24 a couple of weeks ago, I was in a meeting in Colonie

1 about a proposed roundabout they're doing on  
2 Albany-Shaker Road. And in that presentation, they  
3 did have -- the DOT did have listed the roundabout  
4 at Route 2 and Pawling. So I believe it is in the  
5 cards and will go forward.

6 Today, I was coming up -- oh. Before I move  
7 on, I do believe that Mr. Uccellini's group is also  
8 involved in a major project down on Congress Street  
9 in Troy; whether or not it'll get off the ground,  
10 but it is proposed and that also would be a major  
11 traffic issue from Congress Street on out to Pawling  
12 to the roundabout and on into Brunswick.

13 Now, I did hear about deed restrictions on some  
14 of these more exclusive properties. I was wondering  
15 if there's any deed restriction on the senior  
16 housing, because some of your projects, Monument  
17 Square, the one in North Troy, they're all Section 8  
18 buildings.

19 Monument Square, I believe, started as senior  
20 housing and, now, anybody goes in; children, so that  
21 would be more children to the school district in the  
22 event in the future that you can't get the baby  
23 boomers at the \$35,000 income level, which under HUD  
24 guidelines are all at \$35,000. Everybody's entitled

1 to a subsidy.

2 So I would hope that if it is senior housing,  
3 for the traffic problem -- because, supposedly,  
4 seniors don't drive as much as other people -- so  
5 that this doesn't happen in the future, that it will  
6 always be senior housing. The 72 children, if your  
7 figures are correct, added to the project, at the  
8 meeting I was at two weeks ago, well, you add those  
9 72 children to the 200 children that were coming  
10 from the other project and then the several other  
11 projects.

12 Now, me as a potential buyer in Brunswick, when  
13 I come looking for a place to live, I have to take  
14 into consideration traffic. I do not like sitting  
15 in traffic all day long. And I can see nothing but  
16 backlogs of traffic with all this potential building  
17 in a very beautiful rural town. Thank you.

18 (Applause.)

19 MR. MEEHAN: Hi. My name is Jamie Meehan. I  
20 live on Carrolls Grove Road in the Town of  
21 Brunswick. My first comment, I would just like to  
22 say, is why do we always have to come to these  
23 meetings right in the middle of August when we'd  
24 rather be out playing somewhere or why do we have to

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1 come to these meetings 13 days before Christmas?

2 I wish that -- of course, they have these  
3 meetings now so to discourage people from coming,  
4 but I just want to applaud everybody in this room  
5 for actually coming.

6 SUPERVISOR HERRINGTON: Let me just say the  
7 situation is -- I don't know if Jamie's running for  
8 something next time or not. That's what people tell  
9 me, which is okay. Competition's good. The reason  
10 we're having these meetings is people tell me they  
11 want to have input. They want to ask questions.  
12 We're leaving these meetings open. I'm not leaving  
13 them open because I'm scared of how many people will  
14 come. I'm leaving them open because there's  
15 questions out there.

16 Bear with me. I shouldn't get into it, but I  
17 work hard for a living. If I got two fields of hay  
18 to cut, I gotta make a choice -- listen, I don't  
19 need any -- no, listen. Please listen to me.

20 What I'm telling you is I want -- we need  
21 input. You guys can laugh and be wise. I don't  
22 care. We need input. And I know it's December, but  
23 we're working every day and we're leaving them open.  
24 We're not ramming these things through. Okay? So

1 I'm not trying to have something before Christmas so  
2 nobody shows up, because I know you're going to show  
3 up.

4 MR. MEEHAN: Thank you for scheduling the next  
5 one at least at Brittonkill where there's plenty of  
6 room for everyone to park. I think some people  
7 probably parked in Eagle Mills to come here tonight,  
8 but that's another story.

9 Now, I want to ask a question to everybody in  
10 the audience. I just want to ask: How many people  
11 are for all these projects in Brunswick, all these  
12 projects and this particular project also? Is  
13 anyone in favor of this project?

14 (Few affirmative responses.)

15 MR. MEEHAN: Is anyone against this project?

16 (Many affirmative responses.)

17 MR. MEEHAN: We just want to make that point.  
18 I want to make a couple of comments on the DEIS, the  
19 Draft Environmental Impact Statement. One of my  
20 comments has to do with the traffic. I'd like to  
21 see you do a traffic study on the intersection of  
22 Pinewoods Avenue and -- I think it's Maple Avenue,  
23 because most of the people that live in this area  
24 work in Albany. They're not going down Pinewoods

1 Avenue to go into the City of Troy. They're going  
2 down Pinewoods Avenue and they're going to cut down  
3 Maple and they're going to go across -- I don't  
4 know; whatever the name of the road is -- Campbell  
5 Avenue maybe and down and across the bridge. So I'd  
6 love to see some of those intersections studied.

7 I also want to say they talk about how they'd  
8 have to bring in a new water district and  
9 everything. And who do you think is gonna pay for  
10 that along with the new sewer district? Probably  
11 you and I.

12 And I also want to make a comment about the  
13 fire. I've heard that now there's even calls  
14 sometimes in Eagle Mills that the fire department  
15 can't respond to, because there just aren't enough  
16 people that are willing to volunteer their time to  
17 be in the fire department. So all this extra  
18 building is going to even put more stress on the  
19 fire department.

20 I also want to make a comment about all the  
21 huge amount of power -- the high tension power lines  
22 that are going through this project. And there's  
23 something called EMF that I think has been studied,  
24 electromagnetic force, whatever it stands for. I'd

1 like to see maybe that addressed in the  
2 Environmental Impact Statement, too, because I've  
3 read some studies that lead me to believe that I  
4 wouldn't want to be living very close to a major  
5 power line.

6 I also wanted to talk a little bit  
7 about -- they talk about the vegetation and how the  
8 vegetation is going to change when you build a few  
9 hundred houses or a few units. Basically, the deer  
10 are going to want to go live somewhere else and I  
11 think the bunny rabbits will still want to live  
12 there, but it's kind of like saying to me, well, I  
13 like living here because I like the environment and  
14 if you're going to alter the environment to turn it  
15 into Clifton Park, I don't really want to live here  
16 anymore. And I made that choice 20 years ago to  
17 come here, because I like my environment and I like  
18 the environment of the Town of Brunswick.

19 I also want to mention that I think that we  
20 have to, as everybody said, look at the cumulative  
21 effect of the Super Walmart and the other four major  
22 building projects that are proposed in the town.

23 I also wanted to make a brief comment -- I am  
24 on the Board of Education and I want to make just a

80

1 brief comment about that and someone already made  
2 the comment that even though they're saying that  
3 there's not going to be many school children in any  
4 of these projects that they're building, the one  
5 person made the comment that the people that are  
6 going to be selling their homes in the town, which  
7 are probably mostly three- and four-bedroom houses,  
8 I would think, to move into these projects, I don't  
9 think it's going to be older couples with no  
10 children that are going to be buying these three- or  
11 four-bedroom homes throughout the community.

12 So, therefore, you have to take into effect all  
13 the extra children that will be created by those  
14 houses. And pretty much, I guess I'll have to end  
15 it like they ended the last couple of my last few  
16 statements that I've made. And, basically, I just  
17 want to say to the Town Board: Do you want to leave  
18 your legacy as leaving the Town as a rural place or  
19 do you want to turn our beloved town into another  
20 Clifton Park? Thank you.

21 (Applause.)

22 MR. COLANGELO: My name is Vito Colangelo. I  
23 live at 377 Brunswick Road, which is basically Route  
24 2; borders the Poesten Kill. While I concur with

1 most of the criticisms that I've heard tonight about  
2 traffic and so forth, anybody that's driven Route 2  
3 knows that the traffic backs up from the old farm  
4 steamer house all the way back up to Orchard Avenue.  
5 You can't get through in the morning.

6 But putting that aside, I want to focus just on  
7 one area. This is going to require pumping  
8 stations, I believe, according to the documentation  
9 that I've seen and my question involves: What  
10 happens to the sewage when the pumping stations  
11 fail?

12 As you know, the Poesten Kill is directly below  
13 this. This is straight uphill. What happens when  
14 the pumping stations fail? In addition to that, who  
15 maintains those pumping stations?

16 B: Is there a sewage lagoon or something  
17 planned for that intersection or -- I'm using the  
18 word intersection not in a road sense but in a  
19 context that that's before the effluent goes into  
20 the Poesten Kill. I haven't heard anything about  
21 that so far. I think it's critical, because anybody  
22 that's looked at that site knows that from Route 2  
23 to Pinewoods is straight uphill and any failure of  
24 that system is going to create major, major

1 problems. And the lower level essentially is in the  
2 floodplain of the Poesten Kill at that location.  
3 In the original proposals, they actually wanted to  
4 build dwellings in that floodplain. Thank you.

5 (Applause.)

6 MS. ZANKEL: Good evening. My name is Sharon  
7 Zankel. I have lived in the Town of Brunswick at  
8 734 Pinewoods Avenue for 35 years and I had served  
9 as the duly appointed historian of the Town of  
10 Brunswick for over 11 years and am a past-president  
11 of the Brunswick Historical Society.

12 At no time during the development of the  
13 subject DEIS was my office asked to provide  
14 information about the historic and cultural  
15 resources in the vicinity of the proposed Carriage  
16 Hill project area.

17 It is my assessment the DEIS fails to recognize  
18 that project's close proximity to one of Brunswick's  
19 significant historic areas, and that is the hamlet  
20 of Eagle Mills. On page 3.26 of the DEIS, the  
21 developer offers an inventory of aesthetic resources  
22 which makes brief mention of the Garfield School, an  
23 Eagle Mills landmark listed on the state and  
24 national registers of historic places as well as two

1 sites in the adjacent City of Troy.

2 The archeologist's report presented in appendix  
3 10 of the DEIS simply lists a number of residential  
4 structures thought to be at least 50 years old.  
5 That is the minimum criteria for a building to be  
6 listed on a state or national register located near  
7 the project.

8 The DEIS disregards a number of Brunswick  
9 properties within a two-mile radius of the project  
10 site that had been locally but formally designated  
11 as historically significant or that have long been  
12 considered by the people of our town as having  
13 historical as well as aesthetic worth.

14 I note the following sites within that two-mile  
15 radius: There is a residence at 437 Pinewoods  
16 Avenue. This is the old Alfred Buzz residence. It  
17 appears 19th century Brunswick mattes, the same  
18 mattes that are cited in the appendix of the DEIS.

19 The residence's historical significance was not  
20 explored. The Buzz residence, erected prior to  
21 1850, retains much of its original architectural  
22 integrity and is noted in the book "Brunswick: A  
23 Pictorial History" published in 1978 as one  
24 featuring interior paintings on plaster by a local

1 artist, Joseph Hidley, who has national as well as  
2 local repute.

3 I believe these Hidley paintings are yet in  
4 this home and are among the last of the Hidleys to  
5 survive in their original venue in the local area.

6 A mere mention of blasting near this site does  
7 make me tremor. The barn on the Miller farm east of  
8 the junction of the Menemsha Lane and Pinewoods  
9 Avenue is perhaps one of a dozen remaining  
10 structures representing Brunswick agricultural  
11 heritage.

12 A second barn associated with the old Patton  
13 farm immediately adjacent to the Troy City line was  
14 erected in the early 1900s and also is very apparent  
15 as you cross into the town from the City of Troy.

16 We have the Forest Park Cemetery consisting of  
17 21 acres and holding over 1,200 burials immediately  
18 west of the Pinewoods Avenue entrance to the Troy  
19 Country Club. The cemetery was created in 1897 and  
20 its design has been attributed to Garnet Douglas  
21 Baltimore, the first African-American to graduate  
22 from RPI in 1881.

23 The following structures have been recognized  
24 as contributing to our historical environment of the

1 Eagle Mills area and they're historical markers  
2 issued by the Brunswick Historical Society. They  
3 are the Philip Dater home at 567 Brunswick Road,  
4 the home at 734 Pinewoods Avenue, the house at 17  
5 Maple Avenue, the home at 718 Pinewoods Avenue and  
6 the Colehammer house at 227 Brunswick Road.

7 The structure at 543 Brunswick Road, commonly  
8 known as the Eagle Mills General Store, now houses  
9 an antique shop that was erected in 1881 and retains  
10 much of its architectural integrity. The hamlet of  
11 Eagle Mills in its entirety presents a landscape  
12 dominated by 19th century structures, primarily  
13 residences, and host numerous important  
14 archeological sites.

15 A distinction as an important historic resource  
16 has been recognized as evidence by the fact the New  
17 York State Department of Transportation has taken  
18 the area's historical attributes into consideration  
19 in its design, developing the reconstruction plans  
20 for the Eagle Mills bridge. The home at 295  
21 Brunswick Road adjacent to the bridge carrying Route  
22 2 over the Poesten Kill has historical merit as it  
23 was the home of an operator of a 19th century toll  
24 gate back when this road was a turnpike.

1 While many of the above-cited historical  
2 resources may not be visually impacted by the  
3 proposed development, it is important to the  
4 preservation of our community's history that they be  
5 recognized and be recognized beyond their aesthetic  
6 appeal. As it is emphasized in the Brunswick  
7 Comprehensive Plan, our town residents value the  
8 area's history, because they realize it could be  
9 quickly obscured by fast-paced growth and  
10 development.

11 I find the developer dismisses the obvious rule  
12 of quality of the neighborhoods surrounding the  
13 project site. On page 3.25, section 3.2.5.2,  
14 Brunswick is described as "a developing suburb of  
15 the City of Troy," and one is encouraged to believe  
16 the proposed development is most likely to impact  
17 the visual aesthetics listed on page 3.26 of several  
18 low density 20th century planned residential  
19 neighborhoods, many of which host what may be  
20 described as the same high quality single-family  
21 residences, perhaps, similar to those in design and  
22 price range of the proposed 19 estate homes.

23 No mention is made in this action that  
24 Pinewoods Avenue quickly presents a rural landscape,

1 rolling hills, old farm and scenic vistas as one  
2 passes over the Troy City line near the crossway  
3 into Brunswick. This fact is apparent as many  
4 pass by the beef cattle raising on the pastures of  
5 the Miller farm along Pinewoods Avenue and Menemsha  
6 Lane. No mention is made of the fact there are no  
7 apartment complexes or multi-family housing in this  
8 area of Brunswick. There is no mention made of the  
9 fact that three-story residential structures are  
10 rarely encountered in our town and especially not in  
11 this neighborhood.

12 The developer makes a case for high density  
13 housing describing the area as having an expanding  
14 road system, page 3.25. While the area has, of  
15 course, experienced increased traffic and seen some  
16 highway improvements, I find there are no new public  
17 arterials constructed in this area in over 100 years  
18 except those to provide access to new single-family  
19 homes which had considerable setbacks and large  
20 areas of open space.

21 The new access road will probably entail roads  
22 that have been built in recent years, probably  
23 entail laying fewer miles of asphalt in total than  
24 will this one development alone.

1 It is also not mentioned that the Eagle Ridge  
2 Housing Development has lagging construction in  
3 homes since its inception nearly 20 years ago. For  
4 the record, the site of a W. Steel Homestead  
5 enclosed in the archeology report, appendix 10 of  
6 the DEIS, is associated with W. J. Stillman's  
7 family. It may have been the childhood home of  
8 W. J. Stillman who was a landscape photographer and  
9 is presently the subject of a book being compiled by  
10 a local author and researcher, Warren Broderick.  
11 Several of Stillman's photographs may be found in  
12 the aforementioned "Brunswick: A Pictorial  
13 History."

14 I'm going to submit the remainder of my  
15 comments to Mr. Gilchrist and copies to the Town  
16 Board, but I do want to mention since someone  
17 brought it up, the scenic Route 2. The DEIS  
18 acknowledges the Carriage Hill project will have  
19 some visibility from certain points along Route 2  
20 highway and only casually mentions on page 3.26  
21 motorists driving along this highway can see  
22 periodic views of wooded falls and fields amid  
23 residential development. Again, the area's scenic  
24 qualities are underemphasized.

1 Beginning in 1998, the Rensselaer County Office  
2 of Planning & Economic Development initiated an  
3 effort to achieve state and federal scenic byway  
4 designations for this highway running from the  
5 Hudson River to the Massachusetts state line. It  
6 was felt the highway's corridor offers a continual  
7 sequence of scenic rural distance.

8 A map of the Brunswick area created as a part  
9 of that plan identifies the highway as offering  
10 scenic and landscape views from Brunswick Hills east  
11 to Welch's farm which is located just west of Eagle  
12 Mills.

13 The Poesten Kill at Shippey Lane is identified  
14 as an area offering a scenic water resource. The  
15 Brunswick Comprehensive Plan recommended the Town of  
16 Brunswick support the Scenic Route 2 Byway proposal  
17 and I urge you have United Development Corp and the  
18 Town to review that plan to ensure that the access  
19 from Route 2 to the proposed housing development  
20 does not disrupt the natural attributes of the area.  
21 Thank you very much.

22 (Applause.)

23 MR. FLEISHMAN: Sharon has given a very good  
24 account of some of the major reasons why we love

1 this town and what we hope to preserve in this  
2 town. My name is Bernard Fleishman. I live on  
3 Colehammer Avenue in Eagle Mills. And in contrast  
4 with the newcomer, Sharon Zankel, I've lived there  
5 46 years.

6 The virtue of patience was emphasized earlier  
7 and one of the speakers pointed out that we have to  
8 be patient. People here have certainly exhibited  
9 that patience. We've attended hours of meetings and  
10 previous meetings, but I wish that the Town Board  
11 would exhibit the same kind of patience because  
12 right after Election Day, you started rushing into  
13 these hearings.

14 There's a lot of information to absorb.  
15 There are a lot of facts which impinge on each other  
16 in these various proposals. And this relates again  
17 to the comment made by several people previously  
18 that you can't appreciate how the Town will be  
19 impacted just by one development by itself if you  
20 anticipate looking at other developments and,  
21 perhaps, improving them. We need an overall plan  
22 before these developments are considered in detail.

23 (Applause.)

24 MR. FLEISHMAN: A plan will designate where

1 development is appropriate, where we want it to take  
2 place, because you have to have development. People  
3 have to have places to live, absolutely. And by the  
4 way, I think we have to appreciate also the efforts  
5 of the developers. Sure, they're doing it for  
6 profit; they're doing it for their own advancement,  
7 but they also contribute. When it's done in the  
8 right context in connection with overall ideas of  
9 what the town should look like, it's a contribution  
10 to the town.

11 Now, besides patience, another great virtue  
12 that I like to stress is vision. I think in  
13 considering these projects one by one, we can't get  
14 a picture of what we would like the town to look  
15 like in 20, 30, 40 years. Well, I won't be around  
16 but some of you will be and for children and  
17 grandchildren, you want to have a sense of where the  
18 Town's going. And in that connection, again,  
19 developers have their role, but their role should be  
20 to build and to produce in areas where an overall  
21 town concept, an overall town vision, says it's  
22 appropriate to build here.

23 And, again, the community should have -- the  
24 town should take the primary role in doing the

1 planning, in figuring out where we would like things  
2 to take place, where the land should be left open,  
3 where we want agricultural land still. And we  
4 certainly want all possible legislative efforts to  
5 help farmers stay in business. We're sensitive to  
6 that, Phil.

7 But also above all, development should be done  
8 as part of an overall plan. Only then can we see  
9 what the whole picture will look like in the future.  
10 And in this regard, remember that the last 50 years  
11 in terms of suburban development, the last 50 years  
12 have been characterized in the U.S. by sprawl, by  
13 developments of towns, of areas where the initiative  
14 was taken by the developers where they made  
15 decisions first and town officials, city officials,  
16 followed afterwards. That's what gives you sprawl.  
17 To avoid that, again, you have to have an overall  
18 plan.

19 Finally, as part of this town planning -- I've  
20 tried to make this point over the years and I think,  
21 again, it's necessary. It's come up again and again  
22 here. The issue of transportation, of traffic, has  
23 to be taken into consideration.

24 In the Comprehensive Plan, the people who wrote

1 that plan recommended that the Town create a traffic  
2 or transportation commission. And there's good  
3 reason for that, because in the last 20, 30 years,  
4 current urban planners realized that you can't do  
5 effective and efficient land use development without  
6 also taking account of how the people are going to  
7 move around in an effective and relatively  
8 stress-free manner.

9 So, again, my bottom line is I think you need a  
10 plan before you approve any of these projects. That  
11 may mean some delay, but let's have some patience.  
12 We don't have to do these things in a hurry. And,  
13 also, as part of that plan, first thing, traffic  
14 planning and consultation should be carried out.  
15 Thank you.

16 (Applause.)

17 MR. STEVENS: I don't want to upstage Bernie,  
18 but I'm Elvin Stevens from 228 Brunswick Road and  
19 I've been a resident for 60 years.

20 (Applause.)

21 MR. STEVENS: I'm an architect. No more. Now,  
22 I'm a cabinet maker. But I spent my professional  
23 career as an architect and doing planning. It was  
24 campus planning but not all that different than

1 this. And I know what we did in the State  
2 University, because I did it to some of the  
3 communities where we expanded colleges. But we did  
4 what we did at Cobleskill, at Delhi, I mean, these  
5 rural areas.

6 We tried our damndest not to upset these  
7 people, but we did and we did in a big way. This  
8 project to me is probably inevitable in terms  
9 of -- not this project, but in terms of development.  
10 It's going to take place. But this project is too  
11 big for the site and it's too big for the town.

12 The senior housing in this project, you might  
13 as well live down on Second Street the way it's  
14 planned. I prefer living on Second Street myself.  
15 I can't believe that they would plan three-story  
16 units with an elevator at every entrance. I don't  
17 think it's going to happen.

18 But this particular project, perhaps, on this  
19 site is a logical place to build homes, but that's  
20 what I mean, build homes, not this kind of  
21 development.

22 My driveway happens to go right onto Route 2.  
23 I know what it's like to come out with my pickup  
24 truck with Callahan's trucks coming up through that

1 stretch from White Bridge to Brunswick Hills. The  
2 traffic on Brunswick Road in my lifetime has  
3 increased so much and that particular exit out onto  
4 Route 2 from this site coming down off of that hill  
5 is going to be a nightmare, because you're not going  
6 to -- I'm so sure that the state is not going to put  
7 a red light there. They're not going to do it.

8 And to get out of that particular project onto  
9 Route 2 from that particular -- there's only one  
10 other exit that's on Pinewoods and there's only one  
11 exit onto Pinewoods from this road. There's only  
12 two ways of getting in or out of the site.

13 So I say I fear the day when Welch's farm was  
14 going to be developed and those two fields on both  
15 sides. You know, I would drive by there so often  
16 and maybe some day, it's going to happen. I see  
17 what happens on White Church Road and those  
18 beautiful fields.

19 The other thing, from a personal note, is  
20 you're going to throw all of those deer that are in  
21 that particular woods in my front lawn. Well,  
22 that's all I got. I say it's too big for the town,  
23 too big for this site. Thank you.

24 (Applause.)

1 MS. FORESTER: I'm Donna Forester. I live on  
2 McChesney Avenue Extension. I have some concerns,  
3 but I have a question mainly. I've read the DEIS.  
4 The senior apartments are for moderate income  
5 seniors, but there's no price. What is the  
6 approximate rental? Because people in the community  
7 are saying: What's the cost of this? Is this  
8 something that would even be appropriate for me as a  
9 senior?

10 SUPERVISOR HERRINGTON: Michael, do you want to  
11 answer that?

12 MR. UCCELLINI: It's too early.

13 SUPERVISOR HERRINGTON: Too early.

14 MR. UCCELLINI: It is.

15 SUPERVISOR HERRINGTON: It will get answered.  
16 It will be answered.

17 MS. FORESTER: Okay. I mean, that's really a  
18 question, because if it's not appropriate for  
19 Brunswick seniors and it's more appropriate for more  
20 affluent other communities, I have concerns that we  
21 service our seniors first.

22 A couple other concerns about the apartments.  
23 Sharon was talking about the three stories. They're  
24 going to be visible from the DEIS going west on

1 Route 2 from Brunswick Hills and Highland Hills.  
2 You'll be able to see the apartments. This is  
3 really going to change the character. And the fire  
4 department worries have been pretty well noted, but  
5 without -- you know, we in Eagle Mills Fire District  
6 may either pay for it in terms of a capital expense  
7 for buying the ladder trucks or we might see our  
8 insurance rates go up.

9 The only response in the DEIS is, well, it  
10 might be okay to use Brunswick One's or Wynantskill.  
11 They're a little far, but maybe the ISO, the  
12 insurance service company, will say that's okay or  
13 if they didn't, oh, maybe it would be 2 percent.  
14 Well, I pay that money. I worry. Those are my main  
15 concerns.

16 A little bit about traffic: I'm concerned with  
17 the -- if they put two miles of sewer pipe on  
18 Pinewoods next summer and do the Eagle Mills bridge  
19 and Route 7 already, we're going to be landlocked,  
20 anybody east of Eagle Mills bridge. That really  
21 concerns me. Very poor timing.

22 The gentleman from Brunswick Hills talked about  
23 the tax base. Now, I came back to this community to  
24 take care of my parents and I assumed the taxes in

1 2001. The DEIS currently says Brunswick increased  
2 one out of every six homes is new since 1990. Now,  
3 from 2001 to 2005, my taxes should have been going  
4 down. My taxes cumulatively went up 27 percent.  
5 School tax went up 28 percent and town tax went up  
6 25 percent all together. That's a big increase. I  
7 certainly feel that. So I just wanted to tell him  
8 that my math agreed with his ideas.

9 And the only other thing is that, you know, we  
10 talk about cumulative impact and I keep imagining I  
11 go to the mail and there's five wonderful proposals  
12 for me to invest my money and I've got a time  
13 deadline. Now, am I gonna sit down and answer each  
14 one of them? No. I'm going to go out and get a  
15 financial planner, somebody trustworthy and I hope  
16 the Town will really consult with planners to do  
17 independent thinking and correlate all the  
18 information.

19 I've read three of the DEIS's. It's a huge  
20 amount of information and you really need somebody  
21 professional putting these pieces together who's not  
22 involved on a financial basis. Thank you.

23 (Applause.)

24 COUNCILMAN POLETO: I've got one quick thing

1 here. I've got with me 1993 schedule of rates for  
2 the Town per thousand and I got this past year. The  
3 Town General Fund in 1993, the tax base was  
4 \$2.891310. In 2005, it's 3.01. It went up 11  
5 cents.

6 MS. FORESTER: Well, I know --

7 COUNCILMAN POLETO: The Town Highway Fund in  
8 1993 was \$4.25 rounded off. In 2005, it was \$4.54.  
9 There was a 24 cent increase.

10 MS. FORESTER: Can I say, though, my taxes in  
11 2001 -- you know, I'm not relating to my parents who  
12 have senior star -- it was \$1,100. In the last tax  
13 year I paid, which would be 2005 or 2000, yeah, it  
14 was \$1,600.

15 COUNCILMAN POLETO: All I gotta tell you is the  
16 Town tax hasn't gone up 25 percent as you're saying.

17 MS. FORESTER: I did the math. \$1,100 to  
18 \$1,600. That's a 25 percent increase over five  
19 years.

20 MR. WELCH: I'm Bob Welch, 19 Muriel Drive.  
21 I'm also fire chief for Eagle Mills Fire District.  
22 There's been a lot of conversation tonight about the  
23 fire department, the ladder truck issues. I'd like  
24 to go over a few of those things if you don't mind

100

1 giving me a couple minutes to do that. I'll answer  
2 any questions. I don't want to keep everybody here  
3 a long time, but if anybody has specific questions,  
4 I'll be glad to answer those.

5 Obviously, our concern is the fact that it's a  
6 three-story development. We've done a lot of  
7 research with ISO, which is the Insurance Services  
8 Organization, and that would affect our rating which  
9 affects insurance rates.

10 With three-story dwellings, five or more, we  
11 would require to have a ladder truck or automatic  
12 aid ladder within 2.5 miles. That doesn't exist.  
13 We've had several meetings with the developer.  
14 We've gone over these questions with them and  
15 concerns along with others.

16 So our clarification is whether or not we get  
17 three-story buildings or two-story buildings. My  
18 last understanding from the developer is these were  
19 going to be two-story buildings. I don't know that  
20 to be factual or not, but that is a question we need  
21 on the record and have an answer for.

22 With a two-story building, the ladder truck  
23 issue goes away. If it's three stories, we're  
24 talking about a ladder truck issue where we're going

1 to spend \$750,000 on a ladder truck. Now, our  
2 research also indicates since we're a fire district,  
3 we can set up a special tax district just for that  
4 development and have them pay for that ladder truck.  
5 That's an option that we have and that doesn't  
6 affect every other taxpayer in our fire district.

7 So those are some of the options that we have  
8 available. Again, our understanding is these are  
9 going to be two stories and that issue goes away.

10 We've had meetings about water supply. The  
11 developer has complied with our request to increase  
12 water flow, which they've done. We've done needed  
13 fire flow analysis. They meet all of those  
14 requirements. They've increased the turning radius  
15 for all developments so we can get the trucks in  
16 there. In addition, they've added a few hydrants  
17 for us, even one on Route 2.

18 So in those ways, they've bent over backwards  
19 to help us out with those issues which we feel are  
20 important. But, again, our key issue is the ladder  
21 truck.

22 The other thing I heard was, you know, it's  
23 going to increase our calls, which it is. We've  
24 done some modeling and we anticipate, if the full

1 development is in place, an increase of between 260  
2 and 300 calls a year. We're all volunteer. We all  
3 have jobs. We all work hard. I would love to have  
4 half of you come to our department and join. That  
5 would be something. That would be very helpful to  
6 us to answer those calls.

7 We're doing the best we can to answer those  
8 calls. We had three calls today. For a small  
9 department, we're fairly busy. Brunswick One's  
10 busy, Center Brunswick and the other departments in  
11 the town. So any help that you can offer, we would  
12 appreciate.

13 Now, I don't know if there's any other  
14 questions about the project.

15 UNIDENTIFIED SPEAKER: What are the chances we  
16 have to go to a paid fire department from this  
17 stuff?

18 MR. WELCH: That's a bigger question than I can  
19 answer, but you know, with an increase in calls,  
20 it's probably going to be inevitable at some time  
21 that we need to have a conversation about that  
22 town-wide. And those are some of the cumulative  
23 effects.

24 It's also tough for people to volunteer all

1 night or work all night and volunteer during the  
2 day. That is our issue with manpower, but that's  
3 not only for this project; it's for everything else  
4 going on with the town. We work very closely with  
5 the other departments in the town to provide mutual  
6 aid. We call them. They call us. We work hand in  
7 hand to help each other out and will continue that.  
8 The project will have no effect on that.

9 UNIDENTIFIED SPEAKER: What would be the  
10 response time for Brunswick One to get to this  
11 development if they needed a ladder truck?

12 MR. WELCH: The distance is about 3.1 miles.  
13 So the response time could be -- they're pretty  
14 quick -- anywhere between five to seven or eight  
15 minutes.

16 UNIDENTIFIED SPEAKER: That's getting the  
17 people there once the call's out?

18 MR. WELCH: That's correct.

19 UNIDENTIFIED SPEAKER: That's seven or eight  
20 minutes?

21 MR. WELCH: Once the people brought up to the  
22 station, the time they get there from their station,  
23 about that time. That's just an estimation on my  
24 part. I don't have any factual data.

1 Any other questions or concerns?

2 UNIDENTIFIED SPEAKER: Would you anticipate any  
3 new members from this development?

4 MR. WELCH: I would hope we would, but my  
5 experience is no.

6 UNIDENTIFIED SPEAKER: And what's your response  
7 time on the average Tuesday morning, say?

8 MR. WELCH: Our average call -- we actually  
9 have this data. Our average call daytime for an EMS  
10 call is approximately four minutes from the time  
11 that we're dispatched to the time we have the  
12 vehicle on the road.

13 UNIDENTIFIED SPEAKER: And how many people are  
14 you able to send right now on a Tuesday morning?

15 MR. WELCH: Anywhere between three and five on  
16 an EMS call; a fire call, about nine.

17 UNIDENTIFIED SPEAKER: Is that adequate?

18 MR. WELCH: No, not all the time. That's why  
19 we have mutual aid agreements. For EMS, it's  
20 adequate. For fire, it's not. We have mutual aid  
21 agreements in place for that.

22 UNIDENTIFIED SPEAKER: Thanks, Bob.

23 MR. WELCH: You're welcome. Any other  
24 question?

1 One thing: I'd be remiss at a public gathering  
2 if I didn't show you where the fire exits are. In  
3 case of fire, out these doors, to the left and to  
4 the right.

5 (Applause.)

6 SUPERVISOR HERRINGTON: Anybody else? Anybody  
7 out in the hallway there?

8 MS. LEFEBVRE: My name is Laura Lefebvre and I  
9 live at 571 Pinewoods Avenue. And while I've  
10 attended a couple of other meetings and read all the  
11 materials, pretty much all the material on the web  
12 site and looked at stuff, I just want to kind of  
13 reiterate from my perspective what it means to live  
14 on Pinewoods Avenue.

15 We've lived there for -- I don't know -- 13  
16 years, so we've seen a kind of steady increase in  
17 the amount of traffic. And it's not only the amount  
18 of traffic, but it's the speed at which traffic  
19 travels down that road. It's gotten to the point  
20 where sometimes I'm afraid at night to just go get  
21 mail out of my mailbox, because people come flying  
22 down that road so quickly.

23 Adding additional traffic for people going to,  
24 perhaps, other parts of Brunswick to the shopping,

1 you know, that is proposed and stuff gives me great  
2 concern. I think that, in addition, all of the  
3 things that we've been asking, you've been hearing  
4 from people about really doing a comprehensive  
5 review, it just seems to me that you can't decide  
6 again on one project when you've got five in front  
7 of you. You've got a major commercial kind of  
8 consideration; that those all need to be considered  
9 together.

10 And I just, you know, as a person who does live  
11 on Pinewoods, the traffic and the infrastructure  
12 that's necessary to support this type of project on  
13 my road, on Route 2 road, I really want you to think  
14 very hard about.

15 Dave and I are community-minded people and,  
16 yet, due to the increase of traffic on Pinewoods  
17 Avenue, we've put up about 20 trees in front to try  
18 to mitigate what comes across that road. I just  
19 would add that.

20 And one more thing: Try to walk on Pinewoods.  
21 You can't walk on Pinewoods Road. You can't run on  
22 Pinewoods Road. It's very difficult, because those  
23 cars will throw you right off the side of the road.

24 So I just would want the Board and everyone to

1 consider really what we're talking about when we're  
2 adding, you know, that level of development to that  
3 road particularly and then just generally to the  
4 Town of Brunswick when you're considering all of  
5 these projects. We're very, very concerned about it  
6 and we thank you for your attention.

7 (Applause.)

8 MR. MEDICUS: I'm Henrich Medicus. I live also  
9 about 40 years in the Town of Brunswick. Now,  
10 Michael was stating it fits into the character of  
11 the town. Look at the picture. Is that the  
12 character of the town or country? Anyway, I think  
13 that's all what I have to say.

14 (Applause.)

15 MS. CARUSO: Hi. My name is Michelle Caruso.  
16 I live at 7 Village Drive. I'm here on behalf of  
17 myself and my husband. He's disabled and he's not  
18 able to be here. We purchased our home in 1999.  
19 It's an acre of land. Our home is positioned such  
20 that it's 20 feet from the property line to this  
21 development and we're 500 feet from Carriage Hill  
22 Landing.

23 And my question -- actually, I have three  
24 questions. The first one is: What about these

1 nature trails? I mean, our home, the way it is,  
2 it's a little bit lower than the hills behind us  
3 and that's the land for Carriage Landing, the buffer  
4 zone.

5 Are there going to be people walking right  
6 behind our home through these nature trails?  
7 Because that's why we purchased this home was for  
8 the privacy. And if that's the case, after having  
9 this baby, I'm going to have to start going out and  
10 planting more trees, because we're really concerned  
11 about that.

12 We're also concerned with the sewage plant  
13 coming in. We have a well and how is that -- all  
14 the runoff from the construction and from the sewage  
15 plant going to affect our well, our water?

16 And I spoke with Mr. Uccellini, I believe it  
17 was in the summertime, about the trails in the back.  
18 He said, "Well, it's very much like the people who  
19 are walking across your road in the front."

20 Well, we're a good 360 feet from the road and  
21 that's quite a bit different than being 20 feet from  
22 people walking behind us. So we're really concerned  
23 about that. And we're also concerned about the  
24 traffic. So we're hoping someone will get back to

1 us on that. Thank you.

2 (Applause.)

3 MS. KAISER: My name is Rebecca Kaiser. I'm  
4 president of Brunswick Smart Growth. I'd like to  
5 read our petition that we've been circulating around  
6 town for a few months now. Some of you are familiar  
7 with it, but I think it reflects the sentiments of a  
8 lot of people here tonight and we have upwards of  
9 1,500 signatures at this point and are always  
10 getting more.

11 But I'd like to read it. "We, the undersigned,  
12 believe in preserving the quality of life enjoyed by  
13 Brunswick residents through a Comprehensive Plan  
14 which guides future growth and avoids suburban  
15 sprawl. Such a plan should identify specific open  
16 spaces to be preserved and establish priorities for  
17 residential and commercial development in the town.

18 "This petition expresses our concern that  
19 pending development proposals before the Town would  
20 dramatically increase town and school district  
21 costs, exacerbate traffic congestion and  
22 substantially change the character of our town.  
23 Brunswick presently has almost 5,000 housing units.  
24 Projects have been proposed that would increase the

1 number of housing units in the town by more than  
2 one-third. Brunswick's primary thoroughfare, Route  
3 7, is already severely congested which has diverted  
4 commuter traffic to our residential roads. Four  
5 pending development proposals, Brunswick Meadows,  
6 Carriage Hill, Highland Creek and Hudson Hills,  
7 would require major zoning changes in lots of  
8 agricultural land.

9 "The proposed Walmart Super Center requires  
10 rezoning of agricultural land through commercial use  
11 and would establish a large-scale commercial  
12 operation that would jeopardize the Town's peaceful  
13 character with air, water, light and noise pollution  
14 twenty-four hours a day, seven days a week.

15 "Approval of these projects by the Brunswick  
16 Town Board will aggravate current traffic problems  
17 and overburden the Town's infrastructure, including  
18 police, fire, water, highway, sewer and schools,  
19 detrimentally affecting the quality of life of all  
20 Brunswick residents and increasing taxes.

21 "We, the undersigned, petition the Brunswick  
22 Town Board to deny pending applications for major  
23 rezoning as the potential negative impacts far  
24 outweigh any alleged benefits and, instead, conduct

1 extensive public hearings to realize and improve  
2 Brunswick's Comprehensive Plan to provide for  
3 appropriate and affordable growth that would  
4 preserve the Town's essentially rural character."

5 I heard one gentleman -- I didn't catch his  
6 name and I should know it -- the man from the fire  
7 department who used the word modeling and was the  
8 first to mention tonight of any term remotely  
9 related to what we should be doing.

10 They model the impact of this development on  
11 fire protection services and that's what we need to  
12 do across the board with every item from taxes to  
13 police to fire protection to school impacts for each  
14 of these projects individually and all of those  
15 projects together. Thank you.

16 (Applause.)

17 MR. BURKE: I'm Joe Burke. I live at 48  
18 Colehammer Avenue. As I listen to this, I think of  
19 one thing. They're trying to use the senior housing  
20 as a buffer zone. First of all, you can go over to  
21 Roush development and look at some of the housing  
22 they put up there. That had two, three floors and  
23 one elevator on each end of the building and have  
24 people on the second and third floor not be able to

1 get out.

2 On the first meeting they had of this group,  
3 somebody made a mistake from your organization and  
4 said that the apartments would be approximately  
5 \$1,200 a month. They never mentioned that since.  
6 But there is quite a few apartments in the Town of  
7 Brunswick that are available for a lot less than  
8 it's costing to live in this unit. And don't forget  
9 what happens to people in Roush. They rented  
10 two-bedroom houses and it just so happens that one  
11 of the people passed away and now the one person's  
12 having a hard time keeping the apartment because  
13 they just can't afford it. There's apartments all  
14 over, but if you check into it, you'll find out  
15 single-family houses as compared to the condos and  
16 the houses you're building here generate about  
17 one-fifth of the taxes.

18 Secondly, if you look at Eagle Heights down  
19 near our house, about 15 years old, the houses are  
20 \$250,000 and up. It's been there for 15 years and  
21 they've sold six homes. I don't think the values of  
22 these homes, that there is a market for them in this  
23 area, but good luck.

24 (Applause.)

1 SUPERVISOR HERRINGTON: Anybody else? We've  
2 covered a lot.

3 MS. WELCH: My name is Alicia Welch. I live on  
4 6 Muriel Drive. I'm not related to Bob Welch. I  
5 would like to raise another reason to support the  
6 idea of long-range planning, a comment related to  
7 what you said, the town community rather than the  
8 developers, but I would like you to think about what  
9 these five projects will mean once they're  
10 developed.

11 If the Super Walmart is approved, then Staples  
12 isn't far behind and Taco Bell and so forth. And I  
13 think that's probably also true of the residential  
14 development. Once you approve one 200-unit PDD, how  
15 can you say no to the next one? It's going to be  
16 very difficult.

17 And I think that -- I hate to say this, I mean,  
18 you know, I'm being a devil's advocate here, but it  
19 seems to me that anyone who has a financial interest  
20 in any one of these projects really is going to have  
21 a hard time being unbiased towards the other for the  
22 same reason. If one is approved, then it kind of  
23 paves the way for the others and so on. Thank you  
24 very much.

1 (Applause.)

2 MR. SCARTON: My name is Dr. Henry Scarton.  
3 I'm the director of the Laboratory for Noise &  
4 Vibration Control at Rensselaer Polytechnic  
5 Institute. I'm also a private consultant in  
6 acoustics and vibration. I'm speaking as an  
7 individual tonight.

8 I reviewed the Draft Environmental Impact  
9 Statement, the three-volume text, this afternoon or  
10 actually this morning and I have a number of  
11 comments to make. First of all, if I may possibly  
12 have the slide of the development. It was over  
13 here, but I know you've got it on this. Could  
14 somebody click over or do we have to bring out this  
15 thing? Because I want to make a point here. Could  
16 somebody operate the Power Point slide? Just push  
17 it back, please.

18 Okay. I refer you specifically to this right  
19 here with these houses back to back with having  
20 air-handling units right in here. Each air-handling  
21 unit is going to make noise in the summer. Those  
22 noises are going to bounce off all these houses.  
23 They're going to add collectively. They're not  
24 going to diverge. They're going to bounce around.

1 The sound is going to be trapped.

2 The same thing applies here but not so bad.  
3 Okay? So this is really the critical one right  
4 here. I'll just comment on that one and then I'll  
5 make a reference to page 3.27, table 3.8, and it  
6 says: "As depicted in table 3.8, sounds of the  
7 project are generally expected to range from between  
8 .83 to 63 DBA."

9 Now, I can tell you when you have multiple  
10 sound levels all bouncing around, every time you get  
11 another sound, you get another reflection and that  
12 level is not going to be 63 DB, which is what they  
13 say. I think they're wrong. I really question the  
14 modeling. I wonder what was the modeling.

15 You have all these extensive appendices on  
16 traffic studies, great details. Who was your  
17 acoustic consultant and did you have one, or a meter  
18 reader who reads meters that doesn't know what  
19 they're talking about?

20 You gotta spend money to have an acoustical  
21 consultant and I'd like to see an acoustical  
22 consultant address that particular issue.

23 Second: The document has typos in it. There's  
24 a serious one on page 4.3. It refers to 4.4.3,

1 which doesn't exist.

2 Third: Figure 16, which has apparently,  
3 although I'm really not sure, noise contours. It is  
4 not labeled properly. It doesn't tell me what I'm  
5 looking at. I'm going to guess they're sound  
6 pressure level designations, but I don't really know  
7 because it doesn't say. So that figure needs to be  
8 updated.

9 Next, on blasting: Now, I have major noise  
10 from blasting. I also have read the report on  
11 blasting. I've also had a private chat with my  
12 colleague, a fellow engineer and RPI graduate, Mark  
13 Kestner, on blasting. And although I think we have  
14 a difference of opinion on this, the fact is that  
15 all of Rensselaer County has shale. And when you  
16 blast in shale, those sound waves in this, not the  
17 airborne but the structural, propagates horizontally  
18 and can easily crack foundations, let alone the poor  
19 architectural barns nearby. God forbid, we're going  
20 to worry about those. In fact, I am concerned about  
21 that very much.

22 But any blasting that has to be done really  
23 needs to be done before you do any building, because  
24 you run the high possibility of cracking foundations

1 of existing structures. And believe me, I don't  
 2 know the geometry down there, but I know this whole  
 3 county and it's all shale. So we're going to have a  
 4 serious problem putting in foundations. You either  
 5 blast or get the jackhammers that shake and bake the  
 6 whole place. I see serious problems putting in  
 7 foundations over there.

8 Last but not least -- and this is really a  
 9 separate topic -- I happen to be a Ph.D. in  
 10 mechanical engineering, but I'm qualified to speak  
 11 about Maxwell's equations; that is to say, the  
 12 electromagnetic waves that are propagated away from  
 13 those high voltage lines, very close -- if I could  
 14 have this again, please.

15 Now, this right here is where your high voltage  
 16 lines are. Now, why is it there? Because there's  
 17 nothing there. I mean, how would you like to live  
 18 in that house right next to this? I'm sorry. I  
 19 wouldn't live there. Maybe it's not well understood  
 20 whether or not there are health effects, but do you  
 21 want to live there?

22 I can assure you your cell phone's going to  
 23 have difficulty working here and also picking up  
 24 WMHT or these FM stations because of the high

1 voltage lines. Not a very good place to locate  
 2 that. Thank you very much.

3 (Applause.)

4 SUPERVISOR HERRINGTON: Anybody else?

5 MS. GALLAGHER: My name is Maureen Gallagher.  
 6 I live on Blue Factory Hill Road in Cropseyville.  
 7 I've been here about 20 years and the amount of  
 8 growth that I've seen in the time I've been here is  
 9 frightening for me. I came to the area because of  
 10 the beauty of the rural community, the farms, the  
 11 open spaces and Route 7 was passable. I could  
 12 commute on that and, now, it is very difficult to  
 13 get back and forth. It's congested.

14 Route 2 is my road of choice and I think about  
 15 how many people Route 2 will become the road of  
 16 choice. We've got trucks barreling down the road.  
 17 My kids go to the school in Brunswick and, you know,  
 18 we ride bikes and the traffic has just really become  
 19 frightening.

20 And that's a whole aside from the visual  
 21 impacts of all this development. And I just want to  
 22 reiterate what I hear over and over again from  
 23 everybody today, is that this group really would  
 24 benefit from thinking forwardly and considering what

1 kinds of effects all these changes will have on our  
2 community. And why does everybody live here?  
3 Because it's a beautiful rural community and this  
4 changes the face of the whole place.

5 So I just ask you to take into consideration  
6 everybody's thoughts and the Board to really be  
7 thinking about how you can maybe partner with a  
8 community-based group to help. We know that growth  
9 is imminent, but there are communities out there  
10 that have developed in cooperation with the  
11 community. Thank you.

12 (Applause.)

13 MR. FILM: My name is Elmer Film. I live at  
14 313 Pinewoods Avenue. I think most of the people  
15 have covered most of what I wanted to say, but I  
16 just want to make one comment about traffic. Down  
17 where I live, I don't know if anybody that travels  
18 Pinewoods Avenue all the time knows, but just as you  
19 go all the way down Pinewoods, before you get down  
20 to Menemsha Lane, there's a big crest in the hill.  
21 It goes up, then ducks down quickly. So anybody  
22 driving down Pinewoods can't see anything over the  
23 hill until they get there.

24 Now, I'll tell you the traffic has gotten so

1 bad there on traffic hours, especially in the  
2 morning now. Mr. Herrington mentioned that traffic  
3 coming down Tamarac Road. A lot of traffic there.  
4 It makes Brunswick Road very busy, but I don't think  
5 somebody has mentioned that maybe 60 percent of the  
6 traffic goes down Brunswick Road. I don't know if  
7 it's that much, but I know coming down Pinewoods is  
8 a shortcut for the people going to Albany.

9 So I think we get as much or more traffic on  
10 Pinewoods than they do on Brunswick Road. And  
11 that's also being a shortcut down there and  
12 Pinewoods is a very narrow road. Like some people  
13 mentioned, you don't dare go out and walk on that  
14 road. It's so narrow. But I know that the rush  
15 hour in the morning when I'm going out my driveway  
16 to go to work, sometimes I have to sit there for  
17 several minutes before I can even find a little spot  
18 to get out of there.

19 Now, the man from the fire house, I think, took  
20 care of a couple things I was going to mention with  
21 concerns. Now, I've lived in Brunswick all my life,  
22 so I beat all these fellows that gave their age.  
23 I'm 72 this month and I've lived there since I was  
24 born. But the traffic compared, you know, what it

1 used to be and how it grows every year, it's getting  
2 more and more and that's even without another  
3 development.

4 I think a development like this in that place  
5 might be very nice if it was done a little  
6 differently. And instead of having a big place for  
7 seniors, a three-story building for seniors and  
8 everything, there would be plenty of room there to  
9 have a lot of nice one-family homes built which I  
10 don't think would impact the region as much and  
11 would make Brunswick look like it has always looked  
12 there.

13 So that's about the only comments that I have.  
14 Thank you.

15 (Applause.)

16 SUPERVISOR HERRINGTON: Anybody else? We've  
17 heard a lot of comments tonight.

18 MS. WHITE: My name is Roberta White. I'm also  
19 a resident of Pinewoods Avenue. I just want to back  
20 up to the description of Pinewoods as the secondary  
21 major route for people to travel to get through to  
22 I-90 and other areas. I also want to mention I'm  
23 not sure where this information came from.

24 The gentleman mentioned from Dr. Johnston that

1 Averill Park School District was either as stable or  
2 decreasing in enrollment. I'm not sure where that  
3 came from. I used to go to meetings just three  
4 years ago at the PTO and so on about how little  
5 George Washington School was filled to capacity.  
6 Children of grade school age moving into the area  
7 were being bused to Poestenkill, because they could  
8 not -- we were virtually closed to new admissions.  
9 That's the last thing I heard.

10 So you got 70-some-odd children coming into the  
11 little George Washington school district, which is  
12 probably 50 percent more than -- 50 percent of the  
13 total enrollment. This is a school that has one  
14 classroom per grade for most of the school and the  
15 smallest school in the district filled to capacity,  
16 a wonderful school and school community. I have no  
17 idea how they're going to handle that pressure and I  
18 don't think that Poestenkill Elementary could handle  
19 it much longer.

20 So I just wanted to comment. I'd love to hear  
21 about -- Mr. Rinehart from the Averill Park School  
22 Board, I think he made some comments and would  
23 question that. So I have no idea how that Averill  
24 Park School District, that small neighborhood

1 school, is going to handle it.

2 Then, if you're looking at a major expansion, I  
3 don't know where that funding would come from. And  
4 so it certainly would change the whole character of  
5 that small community neighborhood school. Thank  
6 you.

7 (Applause.)

8 MR. KEENAN: Mike Keenan, 43 Madonna Lake Road.  
9 I'm a Grafton resident. I'm in Brittonkill School  
10 District. I've traveled Pinewoods Avenue Extension  
11 32 years going to work. I'm also a licensed  
12 engineer and I know a bit about traffic.

13 A couple of comments on the sampling that was  
14 done. It strikes me that the intersections that  
15 were chosen were major intersections because they  
16 probably coincided easily tying in the study with  
17 state highway data. But anyone that takes Pinewoods  
18 Avenue Extension knows that the major turn-offs on  
19 Pinewoods Avenue Extension are Cranston Road or  
20 Maple Avenue. So there should have been a traffic  
21 sampling done there.

22 There also should have been a traffic sampling  
23 done at the other end of Route 2, Maple Avenue, all  
24 of that. That should all be done and I believe the

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1 reason it wasn't was because the graph sampling that  
2 was done, the couple hours in the morning, couple  
3 hours in the afternoon, assumed you got state  
4 highway data to tie into.

5 These intersections, which are really where the  
6 main traffic goes -- because people know when you  
7 take that road, you're probably going into Albany  
8 and you're either going to head to the Menands  
9 Bridge or you're going to cut behind Hudson Valley  
10 and make your way over to I-90. So those  
11 intersections really should be looked at. And I  
12 don't fault Wendy, because if you're coming out of  
13 Saratoga, you don't know how the traffic.

14 I really think it's incumbent upon the Town to  
15 have somebody who's familiar with the actual use of  
16 that road and also Route 2.

17 I'll comment there's a couple other  
18 intersections might have been taken and they should  
19 direct these developers to do the proper sampling of  
20 the highways so we have numbers that we can all  
21 trust. Thank you.

22 I also want to ask if you could not close the  
23 public hearing tonight so we don't have to give  
24 written comments right before Christmas either.

1 Thank you.  
2 (Applause.)  
3 MR. BOLLIGER: Tim Bolliger. I'm on 446  
4 McChesney Avenue Extension. I have just one  
5 question for -- this wouldn't be on the DEIS. This  
6 would be for the Town to look at. As far as  
7 Mr. Uccellini's other projects, Monument Square and  
8 the other senior developments, I'd just really like  
9 to know what percentage of them are currently still  
10 senior, because if they're not, someone else is  
11 paying for them. Thank you.

12 (Applause.)

13 SUPERVISOR HERRINGTON: Anybody else?

14 MR. SARNACKI: Hi. Mark Sarnacki, 2 Robin  
15 Lane, Eagle Mills. I'm speaking in opposition  
16 primarily, because if we extend the sewer lines,  
17 basically, you're going to annihilate all the open  
18 space in the area.

19 Two important facts that really weren't brought  
20 up. The first one is about associations. Lands  
21 held common by any association, over time, it's  
22 inevitable that there's going to be encroachment.  
23 People cut trees. People build out buildings. Your  
24 original intent is going to be degraded. An extreme

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1 example is up in Malta, Luther Forest. The  
2 association just transferred a parcel of land to the  
3 Technology Park.

4 The second point is about deed restrictions.  
5 It is a fact that deed restrictions can be written  
6 out of a deed the first time that property changes  
7 hands. The binding instrument that you need is an  
8 easement, which is much more difficult to attach to  
9 a piece of property. Thank you.

10 (Applause.)

11 MS. HEISER: Good evening. My name is Karen  
12 Heiser. I live on 63 Indian Creek Lane and my mom,  
13 Teri Heiser, lives at 15 Muriel Drive, Eagle Mills,  
14 right up the road. She asked me to come and make a  
15 few comments for her this evening. She couldn't be  
16 here and I feel compelled to tell you why.

17 She and my dad are 70 -- he will be next week.  
18 Thank God, they're in very good health. My dad  
19 played basketball in the fifties and his knees are  
20 healing. My mom's got a very bad lower back. She  
21 knew she wouldn't be able to stand. That's why she  
22 didn't come. So I'm really glad you're going to  
23 have meetings at Tamarac from now on, because she  
24 does have some concern.

1 Concerns with the DEIS: It cries out for  
2 rebuttal and there is a lot missing, inaccurate or  
3 misleading in my view.

4 I ask you to understand if we appear jaded,  
5 it's because we've seen several of these Draft  
6 Impact Statements that share the same story, a story  
7 of a wonderful opportunity based on senior housing  
8 and empty nesters. But this is really more of a  
9 marketing document, I thought, than a scientific  
10 document.

11 I found several information gaps. Please  
12 correct me if I'm wrong. In regard to lighting, the  
13 level of light impact was not addressed at all that  
14 I could find. Nothing in the DEIS. I understand  
15 you spoke about cutoffs. I don't know what that is,  
16 but I'd like to know more about it.

17 Driving home currently over Pinewoods Avenue at  
18 night, you can see rolling hills of light, all new  
19 development. Eagle Ridge is an intrusion. It's not  
20 nearly as large as what you're talking about. I  
21 doubt cutoff lighting means everybody's house lights  
22 go off at dusk. I think more information on that is  
23 really significant, particularly Christmas lights,  
24 not that it isn't somewhat pretty.

1 While I'm on visual impacts, on the impacts on  
2 the viewshed, I have to say you're trying to kid us  
3 here. Anybody that went to Tamarac knows we're amid  
4 the rolling hills of Brunswick. No matter how much  
5 landscaping, everything's visible on a hill and this  
6 will simply be a blight. You can't make estate  
7 homes and apartments pretty.

8 I also find it interesting that you focused  
9 more on the visual effects on the Troy country than  
10 on the residents, most of whom do avoid Route 7 and  
11 drive by the site every day. That's a marketing  
12 issue on your part.

13 While I'm talking about marketing, another  
14 concern I have is we hear the senior housing empty  
15 nester concept all the time as being viable, but  
16 again -- and this is no different than the other  
17 proposals we've gotten -- there's no information  
18 about any marketing studies that you have done to  
19 base this proposal. 200 interested people. I guess  
20 that is not really statistically significant.

21 I should say my background is in labor  
22 relations. I've done some industrial development,  
23 customer relationship, management and leadership  
24 building. So I sell ideas, too. And I know that

1 you put your best feet forward. It's certainly not  
2 in your interest to put anything negative out. I  
3 think you've taken liberties with the Comprehensive  
4 Plan and that offended me. In some ways, as it was  
5 reflected, it had a lack of seriousness. I'll just  
6 point out a few to you.

7 You quoted a section of the plan that talked  
8 about hamlets and then proposed that, hey, well,  
9 this could be a hamlet so that would fit. You cited  
10 the benefit of broadening the availability of public  
11 utilities when, in reality, the public utilities  
12 will only serve the site, as someone pointed out,  
13 might actually be a detriment to community growth.  
14 Enhancing recreation, I thought that really truly  
15 was a stretch. Let all the facilities decide  
16 they're going to be open to the public of Brunswick.  
17 That's certainly not what's meant by recreational  
18 opportunities for the Town through projects.

19 And I did think the scariest item you had in  
20 here -- this is the last concern that I had -- from  
21 your own writing, Section 2.4, where you propose as  
22 an advantage the proposed project contrasts  
23 favorably with the previously approved project. And  
24 I don't mean to finish the rest of that, but the

1 point that has been expressed by a lot of people is  
2 that every boundary that we extend with large  
3 projects creates a new template for a subsequent  
4 project to be based on. If somebody has been  
5 approved, then all that's needed for a subsequent  
6 project is to say, well, it compares favorably with  
7 what you already approved. So I have a real concern  
8 in that regard as a good thing.

9 That's it for my comments. My mom does have  
10 several and I need to tell you my mom was in the  
11 Rensselaer County Chamber of Commerce for three  
12 years, so she's in favor of development. She's in  
13 favor of development, controlled development. This  
14 looks excessive. It actually looks greedy rather  
15 than any type of cluster housing that anyone would  
16 find acceptable.

17 As far as senior housing, I'm not sure where in  
18 New England that is. It looks a lot like the ones  
19 in Lansingburg to me, which are not attractive, but  
20 I don't want to get nit-picky about the pastel  
21 color.

22 Her concern is based on a friend she has that  
23 moved to senior housing where they were promised it  
24 would be independent living residents only. But

1 when the buildings were not filled with independent  
2 living residents, they're now bringing in assisted  
3 living residents and publicly funded nursing home  
4 residents. She has a real concern that that could  
5 happen.

6 Lastly, I got the giggles when I thought of  
7 them riding buses to Price Chopper. I really did.  
8 That's not going to happen in a million years, which  
9 leads me to say you might want to check your  
10 marketing statistics.

11 My mom wants to say, as she stated at the  
12 Highland Hills presentation, she is still not  
13 interested in senior housing. Thank you.

14 (Applause.)

15 SUPERVISOR HERRINGTON: Okay. I think that's  
16 three hours. Pretty well covered. I do understand  
17 it's December. The situation here is very serious.  
18 We wanted to get started on these. We wanted public  
19 input. We got three hours of questions. A lot of  
20 good concerns were brought up tonight. We haven't  
21 closed the public hearing yet.

22 Go ahead.

23 COUNCILMAN CLEMENTE: On the blasting issue,  
24 that's what I do for a living, but one of the things

1 I'd like to avoid that we found with, I think, the  
2 Walmart, it should be determined ahead of time yes  
3 or no; are we going to be blasting? That should be  
4 able to be determined by digging test holes so  
5 people know. Blasting can be done correctly without  
6 harming anyone. That's just something I feel. So  
7 it's not an open-ended thing in our environmental  
8 impact here. I think it should be determined: Are  
9 you going to blast or are you not going to blast?

10 Sewer pump stations: I have some concerns.  
11 There seems to be five of them. Is there some way  
12 to eliminate any of these pump stations? If there's  
13 not, there's not. But five pump stations is a lot  
14 of pump stations for the Town of Brunswick to take  
15 over. Pump stations can be high maintenance.

16 The junkyard is addressed. It says it's in the  
17 phase one environmental and you didn't find  
18 anything. If that's a fact, that's fine. My  
19 concern was I spied quite a few car parts there as a  
20 kid trying to keep my pickup together and  
21 everything. There was quite a few vehicles there.  
22 I don't want to see anybody possibly move into a  
23 home and find out they got oil contamination or some  
24 kind of contamination on their land. I think that

1 should be clearly addressed.

2 I feel there's definitely some pictures out  
3 there that could identify where that junkyard was,  
4 make sure the ground's tested and tested properly,  
5 just something thorough to protect everybody.

6 UNIDENTIFIED SPEAKER: How about the tires that  
7 are there?

8 COUNCILMAN CLEMENTE: The tires are addressed  
9 in here. If you read it, it says that most of them  
10 have been cleared up.

11 UNIDENTIFIED SPEAKER: There's a whole pile  
12 still down there.

13 COUNCILMAN CLEMENTE: Okay. That's something  
14 you can put in writing, hopefully, and have that  
15 cleared up.

16 With the seniors, I definitely have concerns  
17 with third-story buildings. I see pictures here of  
18 cluster homes, pictures of estate homes. I'd rather  
19 see some type of better layout of what is being  
20 proposed. It almost looks like a crayon drawing.

21 I think my other two concerns might be on Route  
22 2 and Pinewoods more clearly, what type of turn  
23 lanes we could get. I travel Pinewoods a lot. I  
24 bike on Pinewoods a lot. No one's hit me yet.

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1 Don't try it.

2 Without some type of widening of Pinewoods, it  
3 just seems like it would be quite a bit of  
4 congestion, people trying to get in, people trying  
5 to get off of Pinewoods into the subdivision.  
6 That's just, you know, my concern.

7 I'd like to make a motion to keep the public  
8 hearing open.

9 COUNCILMAN POLETO: I'll second that.

10 SUPERVISOR HERRINGTON: All in favor?

11 (Affirmative responses.)

12 SUPERVISOR HERRINGTON: Andy, anything to do  
13 here to wrap it up or --

14 MR. GILCHRIST: You made the motion which was  
15 seconded and approved. The public hearing will stay  
16 open. Consequently, the written comment period is  
17 likewise extended. That will need to be held open.  
18 We'll adjourn this and continue the public hearing.

19 Once the public hearing on this project is  
20 closed, a formal written comment period deadline  
21 will be established so that will provide -- if you  
22 have not had the opportunity to provide comments on  
23 the record, you still have the opportunity for  
24 written comments. So this public hearing will be

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continued.  
(WHEREUPON, at 9:42 o'clock, p.m., the hearing  
in the above-entitled matter was adjourned.)  
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C E R T I F I C A T I O N

I, THERESA L. KLOS, Shorthand Reporter and Notary  
Public within and for the State of New York, do hereby  
CERTIFY that the foregoing record taken by me at the time and  
place noted in the heading hereof is a true and accurate  
transcript of same, to the best of my ability and belief.

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THERESA L. KLOS

Dated: January 11, 2006.