

33 pages

*Don Reeb*

To: Everyone  
From: Don Reeb  
Subject: March 9, 2006 presentation  
Date: March 3, 2006

Enclosed should be 12 documents—the first 8 of these are “official”—they were either accepted by the Town government, paid for by the Town government, or issued by elected officers.

Number 11 is where you want to start—it is the report on the February 9, 2006 meeting, done by Martha Harausz and Laura Whalen.

The ideas contained in the February 2006 report are for the most part clear and the statements in the other documents relate to but do not directly correspond to the February 2006 report.

To create a Vision Report to send to the Town—What should be the McKownville of the future--  
- we need to be able to take the February report, use it as an appendix in our letter to the Town, and fashion some sentences that builds on the appendix: these are the things that McKownville residents want and this implies that residents see McKownville as a neighborhood that is  
??in five dimensions, corresponding to the five parts of the February report.

The reason that you want to review all the documents is to lead the discussion towards a conclusion-----the more we can mirror already published documents, especially official documents, the more readily the Town will accept our report.

The reports are 1/Jan Weston’s report-2 pgs. 2/Pathways report-2 pgs. 3/CME summary-2pgs.4 and 5/Commisso letters-3pgs. 6Town Comprehensive plan-9pgs. 7McKown Road (missing-I cannot find my copy). 8/Bus passenger(missing, I cannot find my copy). 9/Properties in play by Reeb-1pg. 10/2002 survey of McKownville residents for Corridor Study-8pgs. 11/2006 February report-3pgs. 12/What is McKownville-1 pg.

These pages come as close as I can to documenting what we have been promised for the near future and where we should be pushing to make McKownville better.

Don Reeb

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**Subject:** Agenda for March 9  
**From:** dreeb@albany.edu  
**Date:** Thu, March 2, 2006 3:53 pm  
**To:** dreeb@albany.edu  
**Cc:** dreeb@albany.edu (more)  
**Priority:** Normal  
**Options:** View Full Header | View Printable Version | Bounce



Hi Everybody

The tentative agenda for the March 9 meeting.

I know that this will not be possible for everyone and adjustments will need to be made. I will try and call everyone starting tonight.

Five sections-following Martha Harausz and Laura Whalen's list from our February 9, 2006 meeting.

Transportation-Marty Gnacik and Doug Smith

Commercial-Jim White and Paul Haldeman

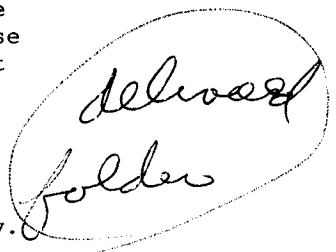
Governmental-Martha Harausz and David Knight

Residential-Laura Whalen

Esthetic-Don Reeb

You should have the list of Vision topics that Martha and Laura prepared from our February meeting.

The hope-in your 20 minutes of exposure-is to get additional items to put in the Vision topics (Alice will be taking notes). That is, this is largely a review of what happened at the February 9, 2006 meeting. But it is important that you be knowledgeable about the previous reports so that you can tell the audience that XXX has been provided for in McKownville section of the MMM report. These MMM reports include: the Western Avenue Corridor Study summaries, Pathways report, Fuller Road plans, Schoolhouse Road plans, McKown Road plans, Comprehensive Report, Zoning Study report that is being prepared, the August 17, 2002 Needs Survey which the Association completed, the February 9, 2006 report, and the Vision Statement for McKownville. Other documents-like the Sidewalk Survey-are relevant for some of the discussion.



The relevant pages of these reports will be sent to you by ~~email~~ shortly.

This should convince the Town that we know what is happening-and should make our neighbors feel as if we know what is happening-both are terribly important, I think And this make each of us more aware of what has been happening. I know it is hard to keep it all straight. ~~And the files-Once you print out the approximately 30 pages-should be a readily accessible file for your future reference use and help each of us check on each other so that we can all keep on top of all that has been happening in McKownville and what will be happening as plans and construction get underway.~~

Thanks

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**NOTE:**

When citizens asked what was the relationship between the Creighton Manning (CME) Draft Report to the announced \$735,000 federal grant for McKownville road and sidewalk improvements, Town Planner Jan Weston faxed the following information. The CME Report is a wish list of numerous projects. The following is the actual federal grant proposal. Notice the Town asked for \$520,000 and the federal grant came back for \$735,000 to cover cost increases for work not to be scheduled until 2006 or 2007.

**1. Project Justification Package for Candidate TIP Projects**

Project Sponsor: Town of Guilderland

Contact Person: Jan Weston

Phone Number of Contact Person: 356-1980

Project Title: Mckownville/Western Avenue Sidewalk Construction

Project Type: Pedestrian Project

In the space below, please provide a cost estimate if one is available. This step may be omitted for highway resurfacing/reconstruction projects. Please also provide the source of the cost estimate. CDTC will review all cost estimates for consistency with projects of known costs.

**\$520,000**

In the space below, please describe the proposed project. Please include all improvements in the intended project scope. For example, include drainage, sidewalk or guide rail work for a reconstruction project if they are included in the intended scope.

Construction of new sidewalks and some reconstruction of existing sidewalks along both sides of Western Avenue (US Rt. 20) from Fuller Road to the Albany City line. (950' of reconstruction/5,475' of new construction - \$165,000).

**Western Ave./Ualbany Intersection Improvements (\$125,000) including:**

Reconstruction of the west leg of the intersection to take out the westbound acceleration lane/bus bay and reclaim for greenspace and lighting.

Extend the median island on the Ualbany leg of the intersection to block potential movements through the intersection from the right turn lane on the westbound approach

Relocate the eastbound and westbound stop bars to accommodate crosswalks

Reduce the radius of the northwest corner.

Install new high-visibility crosswalks.

Install new countdown timer pedestrian signal heads with ped buttons.

**Western Ave./McKown Road/Norwood Street Intersection Improvements (\$125,000) including:**

Install bulbouts on the eastbound and westbound Wextem Ave approaches to the intersection

Install pedestrian button-initiated "No Rights On Red" signs and "countdown timer" pedestrian signal heads with ped buttons

Curb off the southeast corner and consolidate driveway accesses.

Install new high visibility crosswalks

Install new sidewalk along west side of McKown Road (Passonno property).

**Western Avenue/Fuller Road Intersection Improvements (\$85,000) including:**

Relocate westbound bike lane.

Install pedestrian button-initiated "No Rights On Red" signs and "countdown timer" pedestrian signal heads with ped buttons

Reduce radius of northwest corner.

Construct a median on the east leg of the Western Ave./Fuller Road intersection with a turn pocket provided for access to the Burger King (\$20,000).

3. Please indicate the location and/or project limits. If appropriate, include a map showing exact project location and start and end points

The project involves sidewalk and intersection improvements on both sides of Western Ave. from Fuller Road to the Albany City line

4. Please enter the approximate length of project and the number of bridges, if applicable.

3500'

5. Please provide a narrative discussion of the nature of the problem that the project is intended to solve.

The McKownville area in the Town of Guilderland has witnessed a significant amount of traffic growth over the past 20 years with Western Avenue now carrying between 25,000 to 38,000 vehicles per day. While residents in this area are located within walking distance of restaurants, offices, shopping, transit, etc., the pedestrian environment has steadily deteriorated with the increased traffic congestion. The existing sidewalk system along Western Avenue is discontinuous, substandard and physically deteriorated and there is a lack of quality crossing opportunities along Western Avenue that significantly hampers transit use. With the increasing development of the Albany Campus and the potential redevelopment of the nearby State Office Campus, automobile traffic and pedestrian demand will continue to rise.

H 2 2000

Pathways  
Report  
Survey 33

**McKownville (Map: McKownville)**

In this report, McKownville refers to the portion of Guilderland east of the Northway (Fuller Road Alternate) and its imaginary continuation south of Western Avenue.

McKownville has the highest volume of pedestrian traffic in the Town, is very well served by the CDTA, has shopping, a park, major employers and other amenities within easy walking distance, has an incomplete and deteriorating sidewalk network and lacks adequate facilities to cross its major roads, Western Avenue and Fuller Road. It is separated from the rest of Guilderland by the Northway.

The hamlet was the subject of the McKownville Corridor Study, a CDTC-funded study that identified many areas for improvement: replacing and completing sidewalks on both sides of Western Avenue and Fuller Road; extending the sidewalk along Schoolhouse Road into North Bethlehem (c.f. SMP, p. 34; WD, pp. 11, 19); providing a sidewalk on McKown Road (WD, p. 20); improving the intersections all along Western Avenue for pedestrian use; and adding bikeable lanes to Schoolhouse Road. All of these projects are scheduled to be undertaken within the next five years—Schoolhouse Road, McKown Road and the intersections within the next two years, Fuller Road within three years, and Western Avenue sidewalks in 2007. The Washington Avenue/Fuller Road intersection is on the TIP program for reconstruction into a two-lane roundabout in 2010.

**Goals:**

- Continue to improve the pedestrian-friendliness of the hamlet, in particular, by seeking appropriate off-road paths within the hamlet
- Improve pedestrian and bicycle connections from McKownville to Westmere and to the Pine Bush Preserve
- Develop bicycle connections from McKownville to the regional off-road bicycle network

**Recommendations**

**Pedestrian and bicycle improvements within McKownville:**

- Formalize a footpath between Stuyvesant Plaza and UAlbany's Center for Environmental Sciences and Technology Management (CESTM) along the gas line behind Freedom Quad. (The gas line ROW is presently used despite ineffective fences separating it from Freedom Quad.) (WD, p. 20)
- Develop a footpath connecting Western Avenue at Stuyvesant with McKown Road along the Krum Kill. (If work is done on the Krum Kill to alleviate the regular flooding of Western Avenue, the path could be constructed as an add-on.) (WD, pp. 18, 21)
- Try to maintain the alleys east of Fuller Road as footpaths
- Construct a sidewalk on the east side of Fuller Road between Western Avenue and the southernmost University entrance. (SMP p. 24); provide safe crossing points of Fuller Road (CP, IV-52)
- Reconstruct the sidewalk on Elmwood Street (SMP, p. 35-6)

Pedestrian and bicycle improvements to connect McKownville to nearby areas:

- Investigate the possibility of an off-road multiuse path between Stuyvesant Plaza and Lake Rensselaer, crossing under Washington Avenue Extension adjacent to the Northway and under I-90 on the western sidewalk along Fuller Road
- Try to improve the difficult pedestrian and bicycle situation on Western Avenue between Stuyvesant Plaza and Church Road (SMP, pp. 4, 5)
- Improve the bicycle infrastructure on Fuller Road between Western Avenue and Rensselaer Lake to help connect McKownville to the proposed Patroon Greenway Trail, planned to connect the Pine Bush Preserve and the Corning Preserve
- Investigate the concept of a Thruway multiuse path, along or near the south side of the Thruway between Rapp Road and the Helderberg Hudson Rail Trail south of the Delaware Avenue Bridge over the Normanskill, to connect McKownville at Schoolhouse Road and the Thruway to the regional off-road bicycle network and to Washington Avenue Extension. (WD, pp. 18, 20 and Appendix A)

(H 3) 2pgs

Revised Summary  
of Corridor  
Study

## **A Summary of the CME Draft report, McKownville Corridor Study (1.29.03--noon)**

The CME Draft report is 88 pages and comments by Steering Committee members added 23 pages while the Association's Report on Western Avenue was 9 pages and our report on the Needs Survey was 8 pages--128 pages combined. While this is far too much detail to summarize accurately, a two page summary of the CME Report and the comments are provided here. Copies of the full CME report and the accompanying comments can be borrowed and personal copies can be purchased for the cost of reproduction (\$6.00). The CME Report contains 48 recommendations and begins with proposed sidewalk construction.

**Sidewalks** SW-1 Johnston Road --sidewalks from Westmere School to Alton Road/Western  
SW-2 Western Avenue Eastbound Side --sidewalks from Alton Road to the City line with some pieces less than 5 feet wide where necessary (about 5,575 feet long, one side) .

SW-3 Western Avenue Westbound --sidewalks from the City line to Johnston Road

SW-4 Crossgates Mall --sidewalks along ring road, Rapp Road and Crossgates Commons Road

SW-5 Church Road --sidewalks along east side from Farnsworth Drive to Western

SW-6 Strawberry Lane --sidewalks from Schoolhouse Road into Abele Park, Thruway side

SW-7 McKown Road --sidewalks from Western along McKown to Abele Park entrance, west side

SW-8 Williams Court --sidewalks from McKown Road to Westlyn Court, south side

SW-9 Westlyn Court --sidewalks from Western along Westlyn to Williams, both sides

SW-10 Brookwood --sidewalks on both sides

SW-11 Northeast Quadrant --sidewalks on both sides of Elmwood, Parkwood, Glenwood, Norwood, Waverly and Knowles

SW-12 Mercer --sidewalk from Fuller to the utility right-of-way on one side

SW-13 Schoolhouse Road --on south side of Western install crosswalk to pedestrian island

SW-14 Zoning Ordinance Provisions --move commercial parking to rear of buildings, make parking lot interconnections where possible, and create park-and-ride lots along Western

BK-1 Designation of Town Bike Routes --on thirteen streets, some of the streets with sidewalks

BK-2 Multi-Stage Bike Route --widening at Stage 2

BK-3 Bicycle Parking Ordinance --create bike parking facilities

**Recreational Areas** TRL-1 Freedom Quad --construct trail from Freedom Quad to Stuyvesant

TRL-2 Western Avenue --install trail along south side of Western from Thruway Bridge to Schoolhouse

TRL-3 Patricia Lane --install trail from Patricia Lane to Westmere School and to Price Chopper area

TRL-4 McKown Road --install trail from Pinnacle Place to Abele Park

TRL-5 Krum Kill West Branch --install trail from Stuyvesant pond to McKown Road along the Krum Kill stream

TRL-6 Norwood Street --install trail from Norwood Street to the University

TRL-7 Recreational Trail system --install trails using sewer rights of way west of Fuller Road

TRL-8 Town Trail Maps --print and make available maps of trails

TRL-9 Redevelop McKownville Reservoir --include benches, picnic areas, walking paths suitable for a park

**Transit Services and Facilities** TRN-1 Install Shelters --install 6 shelters on south side of Western and 3 on the north side(at Church Road, Stuyvesant, SUNY)

TRN-2 Promote CDTA Travel for College Students

TRN-3 Enhance Traveler Information

TRN-4 Explore Transit Priority Opportunities

TRN-5 Explore Opportunities for Express Service

**Traffic Operations** IS-1 Western Avenue/UAlbany Intersection --remove acceleration lane, install ped lights, and buttons and countdown timer (PLBCT), prohibit right turns on red (RTOR)  
IS-2 Western Avenue/McKown Road --prohibit left hand turns out of the commercial properties, install PLBCT, prohibit RTOR  
IS-3 Western Avenue/Parkwood --install PLBCT, prohibit RTOR, improve waiting area on westbound side  
IS-4 Western Avenue/Fuller Road --install PLBCT, prohibit RTOR, prohibit left hand turns at dentist offices, install high visibility crosswalk at Burger King entrance  
IS-5 Western Avenue/Schoolhouse Road --install PLBCT, prohibit RTOR, provide high visibility crosswalk markings at slip ramp and improve refuge island  
IS-6 Western Avenue/Church Road --install PLBCT, prohibit RTOR, implement "all red" phase  
IS-7 Western Avenue/Crossgates --install high visibility crosswalk for crossing Western with a safety island and extend islands to prevent through traffic from using westbound Crossgates lane  
IS-8 Fuller Road/SUNY --provide crosswalks across Fuller

**Neighborhood and Community Design** NCD-1--construct a boulevard from Fuller Road alternate to Crossgates by removing one through lane  
NCD-2 --construct a median in front on Western in front of Troidle's and Burger King  
NCD-3 --install signs for Abele Park  
NCD-4 --construct sidewalks, with uniform grass strips and lighting from Johnston Road to City line

**Operational Enhancements** OP-1 --establish 30 MPH for Fuller Road to the City line

OP-2 --install bulbouts

OP-3 -reduce curb cuts on Western at Germano's, 1450, Burger King, Christ Lutheran and 5 more

OP-4 -down design Fuller Road Alternate as it enters McKownville

OP-5 -calm traffic on Elmwood

**Miscellany** improve storm water management, place center stripes on side streets to better channel traffic, improve the concrete facing(make it stone?) on the Western Avenue flyover more attractive, provide a barrier from traffic for pedestrians crossing the Thruway bridge

**Steering Committee Comments** --(1)it should be possible to use Town owned land in Stuyvesant for a CDTA park-and-ride facility; (2)it should be possible to make a road connection between Gaskill and the streets surrounding St. Margaret Mary's parish without much more than the paving of a few hundred feet thereby opening up more bike and walking routes away from Western Avenue; (3)sidewalks along Washington Avenue extension would help; (4)path from Providence to Stuyvesant needs to be included and maintained for winter use; (5)trails from Freedom Quad area to the Pine Bush and Rensselaer Lake would help; (6) **bulbouts** are a problem because they can take sidewalk and tree area, are not plowed in the winter, and can become trash filled; (7)30MPH is needed on Fuller Road; (8)crosswalks and signals are needed at the firehouse signal at Brookwood/Knowles and at Fuller/University Drive West while five more pedestrian crosswalks are needed to cross McKown Road to get to the sidewalk on the west side of the road and on Schoolhouse to get to Abele Park and nearby side streets and left turn restrictions are needed in the Dunkin Donuts area and across the street at the Getty station. It is important to note that shared auto/bike paths where auto traffic is more than 3,000 ADT or speeds are more than 25 MPH are not usually recommended. Western Avenue has 25,000 and speeds of 40 MPH. (The underlined sections are recent comments sent to CME by the McKownville Improvement Association).





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COUNTY OF ALBANY  
COUNTY LEGISLATURE  
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ALBANY, NEW YORK 12207  
(518) 447-7168 - FAX (518) 447-5695  
www.albanycounty.com

CHARLES E. HOUGHTALING  
CHAIRMAN

PAUL T. DEVANI  
CLERK

January 10, 2006

Donald J. Reeb, President  
McKownville Neighborhood Association  
5 Norwood Street  
McKownville, NY 12203

Dear Members of the McKownville Neighborhood Association,

As we approach the 2006 construction season, we would like to share with you the latest word on the County's Schoolhouse and Russell Roads reconstruction project.

The Public Works Department will be advertising and letting contracts on the project this spring. Construction on Krumkill and Russell Road and relocation of utilities along Schoolhouse Road are scheduled for this year. The Schoolhouse Road construction is scheduled for 2007.

The Department and Vollmer Associates, LLP, the Department's design consultant, are working on final design and right-of-way acquisition, while Vollmer is meeting with six property owners to discuss temporary easements and strip takings. There have been no substantial changes to the design.

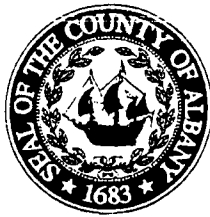
As you know, the project is 100% County funded and is estimated to cost \$4.935 million, financed through the issuance of bonds.

Please contact us with further questions.

Sincerely,

Frank J. Comisso, 12th District  
130 Cottage Avenue  
Albany, NY 12203

Mary Lou B. Connolly, 32nd District  
110 McKown Road West  
Albany, NY 12203



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CHARLES E. HOUGHTALING  
CHAIRMAN

PAUL T. DEVANE  
CLERK

February 15, 2006

Hon. John J. McEneny  
New York State Assembly  
Legislative Office Building, Room 648  
Albany, NY 12248

Dear Assemblyman McEneny:

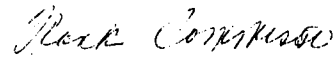
I am writing to inform you of the growing frustration of my constituents in the SUNY campus neighborhood about the cumulative impact that the proposed expansion and development of the State University, Albany NanoTech and the Harriman research and technology park will have on the community and on local roadways.

As I stated at a community meeting last month discussing the Harriman Campus plan, the projects seem to be advancing ad hoc, without proper planning or consideration given to the collective impact they will have on traffic, noise, air quality, loss of privacy and other quality of life issues in the SUNY Campus neighborhood.

It is also disturbing that there has been little or no interaction with other governmental jurisdictions responsible for roads and streets in the impacted area. For instance, the Harriman Campus Development Project has commissioned a transportation study of the area circled by Western Avenue, Fuller Road, Washington Avenue and Brevator Street. Meanwhile, the Capital District Transportation Committee has approved a \$4.8 million two-lane roundabout for the intersection of Fuller Road and Washington Avenue, and the County's Capital Program includes \$10.37 million to repave Fuller Road between Western and Central avenues and make curb, drainage and sidewalk improvements. Apparently no one is addressing the flooding problem on Western Avenue at Fuller Road, which when serious enough closes Western to all traffic. With all of these projects in the works, I would like assurances that they will meet the need and that money will not be wasted.

I would ask you to join me in urging the State, the State University, Albany NanoTech and Harriman Campus Development to work with the County, the City and the Town of Guilderland to plan for infrastructure changes that will be needed to avoid traffic congestion and gridlock and to share in the expense of making these infrastructure improvements.

Very truly yours,



**Frank J. Commisso  
12th District Legislator  
Albany County Legislature**

**Attachment:**

cc: Mayor Gerald D. Jennings, City of Albany  
Supervisor Kenneth D. Runion, Town of Guilderland  
Supervisor Mary E. Brizzell, Town of Colonie  
Commissioner Michael Franchini, Department of Public Works  
County Legislator Mary Lou Connolly, 32nd District  
County Legislator Dennis A. Feeney, 30th District  
County Legislator Gene Messercola, 29th District  
County Legislator William F. Aylward, 31st District  
David Bosworth, Councilman, Guilderland Town Board  
Donald Reeb, President, McKownville Improvement Association

Neighborhoods – The residential neighborhoods and their associated business, service and governmental components were divided into three Planning Areas: McKownville, Westmere, and Fort Hunter/McCormack Corners. The recommendations for each of these areas are similar but with some important distinctions.

McKownville is the oldest of the neighborhoods and is different in character than the other areas. Primary recommendations include:

Reinvestment in this area is recommended to renew infrastructure and deal with drainage issues.

Buffer existing residential areas from commercial and other intensive non-residential uses but provide pedestrian linkages to the commercial areas and improve the pedestrian environment along major roads.

Conduct neighborhood meetings in anticipation of a future neighborhood master plan.

Westmere is a much larger neighborhood or planning area and is highly influenced by Crossgates Mall and other commercial development along Route 20. Primary recommendation for this area include:

Dialogue with residents, mall owners and other businesses in this area, and regional planning agencies is recommended to identify potential solutions to issues of traffic, pedestrian environment, and land use. This should occur in anticipation of preparing a future neighborhood master plan. A design charrette should also be considered as a means of beginning to address land use, pedestrian and traffic issues in the Crossgates Mall area.

Prepare access management and streetscape plans for the Route 20 corridor.

Investigate opportunity for a park.

The Fort Hunter/McCormack Corners area has several important influences including the Pine Bush and the Route 20 and Route 146 corridors. Development patterns have blurred the once distinct boundaries between these two areas. Connectivity between neighborhoods, particularly for pedestrians is an important issue. Primary recommendations for this area include:

Provide pedestrian linkages to the commercial areas.

Conduct neighborhood meetings in anticipation of a future neighborhood master plan.

Neighborhood Master Plans are recommended for each of the neighborhoods in the long term. However, to begin the process, dialogue should occur between the Town and the neighborhoods to define opportunities, issues and potential solutions. A more grass roots approach to this might occur through the example provided Study Circles in the Community Outreach component of the Comprehensive Plan.

		and local action.
--	--	-------------------

<b>LIVABLE NEIGHBORHOODS</b>		
<b>Action</b>	<b>Linkages/ Dependencies</b>	<b>Legislative Agenda--Short and Medium Term</b>
<b>Short Term</b>		
McKownville Streetscape & Access Management Plan	Independent but linked to the recommendations of the Route 20 Corridor Study	Identify grant money, appropriate matching funds, authorize professional services, establish committee to oversee study or utilize Planning Board, review and adopt plan, and implement through local zoning.
Master Plan for Guilderland Neighborhood	Independent	Authorize professional services, appropriate funds, establish committee, review and adopt plan, implement through local zoning code amendment (update code for neighborhood area—permitted uses and development design guidelines) and funding through state and federal transportation improvement programs, etc.
Guilderland Center Neighborhood Master Plan	Linked to the GEIS for the NEIP.	Authorize professional services, appropriate funds, establish committee, review and adopt plan, implement through local zoning code amendment (update code for neighborhood area—permitted uses and development design guidelines) and funding through state and federal transportation improvement programs, etc.
Westmere Commercial Area Design Charrette	Initiates design concepts/land use policy options that can be carried forward in future Route 20 Redevelopment Plan.	The Town Board should authorize professional services and funding to complete this task. As an alternative to funding this task, the Town might seek professional volunteer assistance to run the charrette from local residents.
Rural Guilderland Hamlet Study	Linked to and partially dependent upon Farmland & Open Space Conservation Plan, Watervliet Reservoir Watershed Dialogue and Study, utilities study, and Economic Development Initiative.	Authorize professional planning services to conduct land use study. Draft zoning code (hamlet development land use and design guidelines, etc.) and infrastructure management policy to implement plan.
Develop Guilderland Pathways Plan	Links to neighborhood master plans at a detailed level.	Continue to support this early implementation activity. Engage consultant as necessary. Develop town-wide pathways plan. Adopt as part of official map per NYS law. Authorize grant applications and inclusion of pathways into public works projects.
<b>Medium Term</b>		
Route 20 Redevelopment Plan	Benefit from design/land use options derived from Charrette	Authorize grant application to Capital District Transportation Committee/NYS DOT, commit to local share, secure professional services, complete and adopt plan. Implement through partnerships with transportation agencies and local property owners and amendment to town zoning code (updated code addressing access management, signage, design guidelines, and incentives for appropriate economic improvements and

		revitalization.)
Planning Coordination with V. of Altamont and School Districts.	Independent but also linked to future utility policy and future growth in and adjacent to Village.	Appoint/designate existing committee or board to serve as coordinating entity (e.g., planning board).
Neighborhood Outreach/Organization Program	Sets stage for other neighborhood studies (McKownville, Westmere, Fort Hunter)	Solicit interest and appoint/recognize neighborhood representative committee. Work with existing organizations and Guilderland Study Circles.
<b>Long Term</b>		
Carman Road (NYS Route 146) Corridor Study	Linked to Fort Hunter Neighborhood Master Plan but could be conducted independently.	Authorize grant application to Capital District Transportation Committee/NYS DOT, commit to local share, secure professional services, complete and adopt plan. Implement through partnerships with transportation agencies and local property owners and amendment to town zoning code (updated code addressing access management, signage, design guidelines, and incentives for appropriate economic improvements and revitalization.)
Neighborhood Master Plan for McKownville ✓	Linked to the recommendations of the McKownville Streetscape & Access Management Plan, neighborhood dialogue, and potentially the Westmere Commercial Area Design Charrette	Authorize professional services, appropriate funds, establish committee, review and adopt plan, implement through local zoning code amendment (update code for neighborhood area—permitted uses and development design guidelines) and funding through state and federal transportation improvement programs, etc.
Neighborhood Master Plan for Westmere	Linked to the recommendations of the Westmere Commercial Area Design Charrette, Route 20 Corridor Study and future plan, and neighborhood dialogue.	Authorize professional services, appropriate funds, establish committee, review and adopt plan, implement through local zoning code amendment (update code for neighborhood area—permitted uses and development design guidelines) and funding through state and federal transportation improvement programs, etc.
Neighborhood Master Plan(s) for Fort Hunter and McCormack Corners	Linked to the recommendations of the Route 20 Corridor Study and future plan and the Carman Road Corridor Study.	Authorize professional services, appropriate funds, establish committee, review and adopt plan, implement through local zoning code amendment (update code for neighborhood area—permitted uses and development design guidelines) and funding through state and federal transportation improvement programs, etc.

establishing an easement. Conversely, the Town must establish the criteria for defining important open space or farmland or specifically identify suitable parcels.

**Linkages:** A term easement program is one of many possible growth management tools that may result from the Farmland and Open Space Conservation Plan. Although it is possible to establish this program without the Farmland and Open Space Conservation Plan, it would be difficult to establish the criteria for determining the value (importance) of the land.

**Legislative Agenda:** The Town Board would draft and adopt a local law for term easements. The Town could reference the programs established in the towns of Perinton and Clifton Park as examples.

### ***Recreation Plan (Medium Term)***

A detailed assessment of recreational needs and opportunities should be developed. Active and passive recreational opportunities, programs, and recommendations should be generated and funding sources identified. In addition to larger centralized facilities, the plan should seek to build on the organizing principle of neighborhoods which has been articulated in this plan. The availability of accessible neighborhood recreational opportunities has been identified as a desire of many of the Town's residents.

**Linkages:** The Recreation Plan should be linked to plans conducted for the various neighborhoods. However, it is not anticipated that all of the neighborhood plans/outreach programs will be completed at the same time. The Recreation Plan is envisioned as a town-wide plan or master document from which future neighborhood recreation needs can be addressed.

**Legislative Agenda:** The Town Board will need to authorize professional services and associated funding to prepare the plan. Once complete, the Town Board should adopt the plan and implement in accordance with the plan recommendations, funded through grants and local action.

## **C.2 Livable Neighborhoods**

This is a common theme throughout the Comprehensive Plan that relates to the definition and redefinition of residential neighborhoods and other interacting land uses, such as commercial areas. Residential areas were once very distinct but the forces of suburban sprawl have blurred neighborhood boundaries and, in some instances, significantly changed the character of the neighborhood. The purpose of the action items associated with this theme is to begin to redefine the neighborhood, taking into consideration all the forces that impact residential areas and to provide linkages to community resources. Examples of livable neighborhoods are provided in Appendix F.

***McKownville Streetscape & Access Management Plan (Short Term Action)***

In accordance with the Plan recommendations that evolved from the Route 20 Corridor Study provided in Chapter IV.C.3, the Town has pursued funding from the Capital District Transportation Committee (CDTC) and has been awarded a grant to evaluate the McKownville section of Route 20 from the City line to the NYS Thruway. The scope of the project will include streetscape/pedestrian improvements, access management to reduce multiple driveways, and a drainage study to relieve current stormwater drainage problems.

McKenzie Towne, in Calgary, Canada, is a great example of human-scaled community design. Inverness, pictured below, is the first completed "village" in this large, mixed-use project.



Photo by World Idea Networks

**Linkages:** This study/plan is directly related to the recommendations of the Route 20 Corridor Study. The recommendations for the McKownville segment of the corridor resulting from this action will become a component of the overall plan for the corridor for managing traffic and improving the pedestrian and neighborhood environment. The results of this study should be incorporated into the future neighborhood master plan for this area.

**Legislative Agenda:** Authorize matching funds and retain professional services.

***Guilderland Neighborhood Master Plan (Short Term Action)***

This neighborhood, which includes the older Guilderland hamlet around the intersections of Route 20 with Foundry Road and Schoolcraft Street, and the newer development around the Library, YMCA, and elementary school, should receive the more detailed attention of a neighborhood master plan. A Neighborhood Master Plan Advisory Board should be established by the Town Board to initiate this process.

The Neighborhood Master Planning Process should seek the active participation of neighborhood residents, business owners, Town officials, and interested/concerned Town residents. The master planning process should start by defining the extent of the neighborhood center and should address the land use, transportation (including all modes), architectural and urban design, and economic development opportunities for Guilderland at a detailed level. The importance of Route 20, as both a transportation resource and community barrier, will be central to the development of this plan. A definition of a neighborhood master plan is provided in the Glossary and an example of the contents of a neighborhood master plan is provided in Appendix C.

**Linkages:** The Neighborhood Master Plan must be linked to the Comprehensive Plan recommendations. Significant guidance is provided in this document for the development of future plans and studies that will help the



guidance for this task. Neighborhood outreach is an essential step in laying the groundwork for the preparation of other neighborhood plans.

**Legislative Agenda:** The Town Board should solicit interest and appoint/recognize representatives for neighborhood committees. The committees and the Planning Board could work with existing organizations and Guilderland Study Circles to complete this task.

#### ***Carman Road (NYS Route 146) Corridor Study (Long Term Action)***

The identity and character of the neighborhoods of McCormack Corners and Fort Hunter should be used as organizing principles for the study. A primary issue that must be addressed by the study is the function of Route 146 as a major route to the Thruway. It is also the major truck route from the Northeast Industrial Park (NEIP) to the Thruway. Therefore, it is suggested that the Capital District Transportation Committee be engaged in this process. Funding and technical expertise through CDTC may be available.

**Linkages:** Similar to the Guilderland Center Neighborhood Master Plan recommendation, Route 146 could be addressed as a major component of the Fort Hunter/McCormack Corners Neighborhood Master Plan.

**Legislative Agenda:** The Town Board should authorize the preparation of a grant application to CDTC/NYS DOT, commit to the local share of the grant, authorize professional services, and review and adopt the plan. Once adopted, the Town Board should implement the plan recommendations through partnerships with transportation agencies and local property owners. Amendments to the zoning ordinance may also be required to address access management, signage, design guidelines, and incentives for appropriate economic improvements and revitalization.

#### ***McKownville Neighborhood Master Plan (Long Term Action)***

It is intended to eventually address each of the major neighborhood areas within the Town. The medium term recommendations for neighborhood outreach and discussions will set the stage for these additional master plans. A Neighborhood Master Plan Advisory Board should be established by the Town Board to initiate this process.

The Neighborhood Master Planning Process should seek the active participation of neighborhood residents, business owners, Town officials, and interested/concerned Town residents. The master planning process should start by defining the extent of the neighborhood center and should address the land use, transportation (including all modes), architectural and urban design, and economic development opportunities at a detailed level. The importance of Route 20 as both a transportation resource and community barrier will be central to the development of this plan. A definition of a neighborhood master

plan is provided in the Glossary and an example of the contents of a neighborhood master plan is provided in Appendix C.

**Linkages:** The Neighborhood Master Plan must be linked to the Comprehensive Plan recommendations. Significant guidance is provided in this document for the development of future plans and studies that will help the Town more clearly identify future land use. Specific attention should be paid to the recommendations for the Route 20 Corridor Study (IV.C.3), Cultural Resources (IV.A.6), and Neighborhood Centers (IV.A.3). If completed as suggested in this Action Plan, the McKownville Streetscape & Access Management Plan will be complete and should be a component of the Neighborhood Master Plan. Likewise, the Westmere Commercial Area Design Charrette may result in recommendations that impact the McKownville neighborhood.

**Legislative Agenda:** To engage this action, the Town Board should authorize professional services and the appropriate funds, and appoint a Neighborhood Master Plan Committee. To implement the plan, the Town Board will need to review and adopt the plan, amend zoning as necessary to reflect land use recommendations and development design guidelines, and seek funding for other projects such as roadway improvements.

#### ***Westmere Neighborhood Master Plan (Long Term Action)***

It is recommended that community dialogue occur in this neighborhood as a precursor to the Neighborhood Master Plan. Initial consideration should also be given to the establishment of sub-areas since the Westmere Planning Area is so large and is realistically composed of several neighborhoods. Separate Neighborhood Master Plans for each sub-area is not recommended since the entire Westmere area has many commonalities that permit all the neighborhoods to be comfortably synthesized into a single plan.

The Neighborhood Master Planning Process should seek the active participation of neighborhood residents, business owners, Town officials, and interested/concerned Town residents. The master planning process should start by defining the extent of the neighborhood center and should address the land use, transportation (including all modes), architectural and urban design, and economic development opportunities at a detailed level. The importance of Route 20 and Route 146, as both a transportation resource and community barrier, will be central to the development of this plan. A definition of a neighborhood master plan is provided in the Glossary and an example of the contents of a neighborhood master plan is provided in Appendix C.

**Linkages:** The Neighborhood Master Plan must be linked to the Comprehensive Plan recommendations. Significant guidance is provided in this document for the development of future plans and studies that will help the Town more clearly identify future land use. Specific attention should be paid to the recommendations for the Route 20 Corridor Study (IV.C.3), Drainage Corridors (IV.B.3), Cultural Resources (IV.A.6), and Neighborhood Centers

## **Appendix C**

### **Sample Scope of a Neighborhood Master Plan**

#### ***Neighborhood Master Plans***

A neighborhood master plan is a detailed study of the specific planning issues related to a residential neighborhood and its commercial component. Several neighborhood master plans are recommended as implementation actions for the comprehensive plan. The Guilderland and Guilderland Center neighborhoods are identified as short-term actions. Other neighborhoods, such as McKownville, Westmere, McCormack Corners and Fort Hunter would also benefit from this approach. The plan recommends that the town help to facilitate neighborhood organization and dialogue in these places as an interim measure to determine the extent of neighborhood identity, interest, and concern. These preliminary efforts, which could be organized around a successful public participation model such as the Guilderland Study Circles, could lead to the initiation of neighborhood master plans for these areas as well.

Each neighborhood master plan will be unique. However, there are several common elements that should be included in the process of developing all the neighborhood master plans:

- The town should establish a small (perhaps 5 to 7 member) Neighborhood Master Plan Committee consisting of neighborhood residents, business owners, and other neighborhood stakeholders. The Committee would work with the town's professional planning consultant and town staff in the development of the neighborhood master plan.
- The process of developing the neighborhood master plan should include a series of public workshops in which neighborhood residents, neighborhood business owners, town officials, additional neighborhood stakeholders (for example, the school district) and any other interested/concerned town residents are invited, and encouraged to participate.
- Early in the process, the geographic extent of the neighborhood should be determined. A neighborhood should have an identifiable center and an edge and should be fairly compact. Ideally, the distance between center and edge would be between 1/4 and 1/2 mile -- the distance that someone can comfortably walk in 10 to 15 minutes. For some larger neighborhoods or planning areas, smaller sub-areas might be identified to meet the general criteria of a neighborhood.
- The neighborhood master plan should identify opportunities and constraints for the neighborhood, define a vision, and produce goals and objectives that establish policy for achieving the vision. This component of the plan should be developed in concert with the vision, goals and objectives of the Comprehensive Plan. It is anticipated that the details of the neighborhood master plan will fit well into the more general ideas of the Comprehensive Plan since many of the same residents that participated at some level in the creation of the Comprehensive Plan will be involved in the neighborhood master plan.
- The neighborhood master plan should consider: the appropriate mix of land uses, architectural and urban design characteristics, transportation (including all modes), economic development opportunities, natural resource conservation, recreation, and other areas of concern.
- The neighborhood master plan should make specific zoning code recommendations, should identify sites for appropriate residential and commercial development, should provide suggestions for pedestrian circulation, trails, traffic calming, automobiles and public transportation, and should locate areas for recreation and for open space conservation.
- The master plan should include an implementation section. This section would detail public and private sector activities that would advance the recommendations in the plan, would identify methods of funding neighborhood improvements, and would prioritize actions.

The process for developing a Neighborhood Master Plan should include the following:

- Creation of the Master Plan Advisory Board by the Town Board, including appointment of members.
- Conduct neighborhood meetings to identify issues in greater detail.
- Interview all stakeholders in the area including Town departments, schools, business, and civic groups.
- Identify opportunities and constraints.
- Develop a vision and goals and objectives.
- Develop plan recommendations and the means of implementation.

When the Neighborhood Master Plan is completed, the Committee should submit it to the Town Board for adoption as an addendum or amendment to the comprehensive plan.

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Zoning Study

To: Zoning Study Group  
From: Don Reeb  
Subject: Relevant Properties on Western Avenue  
Date: December 28, 2005

Western Avenue in McKownville has thirty-one (31) parcels on the south side and forty-five (45) parcels on the north side, from the Northway to the City line. Of these, the parcels on Western Avenue that are on the market for sale and for redevelopment are, according to my information, the following.

**On the South Side, starting at the Northway there are thirteen (13) parcels on the list.**

- Denny's 1512 Western Avenue, Zoning LB
- Christ Lutheran vacant lot, 1500 Western Avenue, Zoning BNRP
- Passano's, 1438 Western Avenue, Zoning LB
- Germano's, 1436 Western Avenue, Zoning BNRP, lot size 137x158
- Capital Winnair, 1434 Western Avenue, Zoning BNRP, lot size, 75x188
- Taco Pronto, 1246 Western Avenue, Zoning GB, lot size 183x150
- Dunkin Donuts, 1232 Western Avenue, Zoning GB. lot size 83x228
- Capital Lodge , 1230 Western Avenue, Zoning GB, lot size 90x339
- Best Western, 1228 Western Avenue, Zoning GB, lot size 6 acres plus 270x196
- Molterrie, 1226 Western avenue, Zoning GB, lot size, lot size 50x130
- Quadrini, 1210 Western Avenue, Zoning GB, lot size 100x226
- Santamaria, 1204 Western Avenue, Zoning GB, lot size 50x186
- Sutter, 1200 Western Avenue, Zoning GB lot size 75x186

**On the North Side, starting at the Northway, there are six (6) parcels on the list.**

- Stuyvesant/SUNYA Psychologists 1535 Western Avenue, Zoning LB
- Roberts/office building, 1529 Western Avenue, Zoning LB
- Roberts/office building, 1525 Western Avenue, Zoning LB
- Domenico's/dentists, 1471,1467, 1465A,1465 Western Avenue, Zoning LB
- Miamisubtanning, 1237 Western Avenue, Zoning LB, lot size 44x183
- Getty Station, 1229 Western Avenue, Zoning LB, lot size 200x130

#10  
BPP

**McKownville Improvement Association**  
**Established 1924**

To: Town of Guilderland: Supervisor Kenneth Runion; Town Board Members David Bosworth, Patricia Slavick, Michael Ricard, Bruce Sherwin; Police Chief James Murley; Town Planner Jan Weston; Zoning Administrator Donald Cropsey; Parks Director Dennis Moore; Planning Board chair Stephen Feeney; Zoning Board chair Peter Barber; Economic Development Advisory Council chair Donald Csaposs; Superintendent of Water and Wastewater William West; Superintendent of Highways Todd Gifford; and Pathways Committee co-chair Lindsay Childs

From: McKownville Improvement Association (contact, Don Reeb)  
Subject: Tabulation of the Needs Survey  
Date: August 17, 2002

As earlier indicated The Needs Survey, distributed to all McKownville residences, was to be tabulated and the information sent forth to you when completed.

The results are extraordinary in their breadth and detail. More than ten percent of McKownville households, 96 of about 800 residences, took the time to complete the survey. Many provided additional comments. Together these give the clearest statement of what needs to be done to make McKownville a better neighborhood. The Officers and Board members of the Association are pleased to forward these results to you. As a large sample of the McKownville population they provide a fair statement of the needs of the community and we recommend that these results guide the many decisions concerning McKownville in the writing and implementation of the Town's Master Plan. Please note that the survey did not ask questions about Western Avenue since Western Avenue is the subject of a lengthy report that was earlier distributed to every residence and to you and the consultant on the McKownville Corridor Study.

The report on Western Avenue was produced by the 34 members of the Planning Group. Later more than a dozen neighbors circulated a petition asking McKownville residents to indicate general support for the Western Avenue proposal and 316 signatures were obtained. A copy of the signatures will be included in the material to be provided to Supervisor Runion and to Creighton Manning, the McKownville Corridor Study consultant.

The Needs Survey

Tabulation of The Needs Survey collected from residents indicates that each improvement queried received the approval of the majority and that three items received more than ninety percent approval. These are the firsts among equals:

Question 9. (Do you want) the McKownville pond at Stuyvesant to be made into an attractive park for strolling, picnicking and winter ice skating and necessary changes made to

reduce the flooding of western Avenue: 85 yes votes, 5 no votes, 3 have no opinion votes and 3 blank--94 percent of the combined yes and no votes were yes votes

Question 3. (Do you want) sidewalks and curbs along the four more important cross streets: 68 yes votes, 5 no votes, 5 have no opinion, and 18 blanks--93 percent of the combined yes and no votes were yes votes.

Question 10. (Do you want) more trees and shrubbery to be planted along the Northway, Thruway and University drives to eliminate the sight of traffic and reduce traffic noise: 73 yes votes, 6 no votes, 11 have no opinion votes, and 6 blanks--92 percent of the combined yes and no votes were yes votes.

These improvements, evidently, are the ones that nearly all McKownville residents have thought about, made up their minds about and overwhelmingly voted in favor of: the pond, sidewalks along our busier streets, and trees and plantings to protect residents from noise and unsightly traffic.

Along with a vote on the improvements, the respondents were given the option of indicating "I don't know/I don't care/No opinion". Respondents were also asked to indicate the name of the street on which they lived. Analysis of these indicate not a NIMBY reaction, but its opposite. McKownville residents voted in favor of improvements closer to their residence while indicating "No opinion" for those further distanced.

Each question and the voting result are shown below. Please note the following. Question 3, where the voting indicates that residents want sidewalks on both sides of Fuller but only on one side of Church, Schoolhouse and McKown. Also Question 7 where better road drains was the most sought for improvement in the list.

### The Questionnaire

Do you want:

1. A branch public library to be located in McKownville: 45Yes, 32No, 15No opinion, 5Blank--58 percent of the combined yes and no votes were yes.

2. A senior citizen's outpost/branch to be located in McKownville: 44Yes, 18No, 29No opinion, 5Blank--71 percent of the combined yes and no votes were yes.

3. Sidewalks and curbs along the four more important cross streets

Church: 53Yes, 6No, 17 No opinion; Both sides 32Yes, 6No,14No opinion; Which Side 2East, 2West

Schoolhouse 62Yes, 5No, 12No opinion; Both sides 35Yes, 11No, 12No opinion; Which Side 7East, 0West

Fuller 73Yes, 4No, 5No opinion; Both sides 55Yes, 9No, 6No opinion; Which Side 2East, 7West

McKown 65Yes, 4No, 13No opinion; Both sides 39Yes, 11No, 10No opinion; Which Side 5East, 6West

4. A Town park/playground for the residents of Providence/Warren/Mercer streets (because it is the one area that is cut off from both Able Park and the university, the latter often used as a park): 45Yes, 16No, 27No opinion, 8Blank--73 percent of the combined yes and no votes were yes.

5. CDTA to provide express nonstop buses from Stuyvesant Plaza to and from downtown during rush hour: 37Yes, 14No, 34 No opinion and 11Blank--72 percent of the combined yes and no votes were yes.

6. The reinstatement by CDTA of the four mall bus: 36Yes, 16No, 38No opinion, 6Blank--69 percent of the combined yes and no votes were yes.

7. In addition to improvements proposed for Western Avenue (see The Proposal for Western Avenue) do you want

Better drains for road drainage at these locations: 64Yes, 2No, 4No opinion, 26Blank

Trees to be planted by the Town along these streets: 42Yes, 5No, 4No opinion, 45Blank

More streetlights installed along these streets: 44Yes, 9No, 5No opinion, 38Blank

Stop signs at these intersections: 29Yes, 5No, 4No opinion, 58Blank

Walk lights at these locations: 30Yes, 2No, 4No opinion, 60Blank

Improved surfaces for the following alleys: 13Yes, 7No, 3No opinion, 73Blank

Improved sidewalks for the following side streets: 19Yes, 4No, 3No opinion, 41Blank

Note: suggested location for the improvements appear in the Comments section.

8. Existing walking paths in McKownville (between Abele Park and McKown Road, between Parkwood and Elmwood, etc) to be clearly marked: 70Yes, 11 No, 8 No opinion, 7 Blank--86 percent of the combined yes and no votes were yes.

9. The McKownville pond at Stuyvesant to be made into an attractive park for strolling, picnicking and winter ice skating and necessary changes made to reduce the flooding of Western Avenue: 85Yes, 5No, 3No opinion, 3Blank--94 percent of the combined yes and no votes were yes.

10. More trees and shrubbery to be planted along the Northway, Thruway, and University drives to eliminate the sight of traffic and reduce traffic noise: 73Yes, 6No, 11No opinion, 6Blank--92 percent of the combined yes and no votes were yes.

11. The Town to investigate violations in zoning and building regulations at these addresses. See Comments.

12. A walking path created along our stream in McKownville (the stream, a branch of the Krumkill, runs from the pond near Stuyvesant southeast behind Burger King and becomes an open stream behind the Holiday Inn and then passes under McKown Road near Short Street and is at the end of Brookwood, Arcadia and Hillcrest and near Ayre Drive and Dillenbeck): 57Yes, 14No, 16No opinion, 9Blank--80 percent of the combined yes and no votes were yes.

13. Walking paths to be created from Highland/Country/Oak/Shady to Able Park (without having to use Schoolhouse Road), from Mercer/Providence/Warren to Stuyvesant (without having to use



Fuller Road) and from McKown Road to Highland/Country/Oak/Shady (without having to use Western): 62Yes, 12No, 13No opinion, 9Blank--84 percent of the combined yes and no votes were yes.

14. The Association to work with the owners of historic buildings in McKownville to highlight their significance: 15Yes, 2No, 8No opinion, 4Blank--88 percent of the combined yes and no votes voted yes.

The open space (the fields and hills) between the Northway entrance and exit, and between Schoolhouse Road and the Thruway, to be made more attractive with flowering bushes, trees, and other plantings: 50Yes, 9No, 5No opinion, 3Blank--84 percent of the combined yes and no votes were yes.

Note: question 14 appeared in two different forms on the Surveys.

15. The McKownville Improvement Association to sponsor additional activities such as. See Comments.

16. Other suggestions. See Comments.

### Comments

Respondents made comments in the margins of the survey and in response to item 16. All of these are reprinted here, unabridged with minimal corrections for punctuation, capitalization and spelling. For questions 1 through 15 dashes are used to separate comments taken from separate surveys.

Question 1---Would be nice to have.---Not necessary.--Ok if no additional taxes are required.--I work downtown so I use the Albany city library and it is accessible by bus.--Costs of a branch library are not justifiable.

Question 2---Use the Chamber of Commerce building for the senior center.--Not necessary.--If it does not require additional taxes.--Yes, but it is not a priority.

Question 3---What about Western Ave.?--We truly need the path from Providence to the Stuyvesant parking lot to be paved. Many use it for the bus, post office, shopping and the doctor's offices.

Question 4 ---Really needed.--Would be nice to have.--Very important, lots of new young kids have moved in.--Ok, depending on where placed.--People already trash Abele Park so there is no use to create another place to trash.

Question 5--Ok if it is necessary.--Bus should not stop at the University.--I don't ride the bus --To where??

Question 6--Yes, yes, yes, yes, yes!

Question 7--Better drains for road drainage at these locations: Stuyvesant Plaza area (named 14 times); Norwood; Ayre Dr.; Glenwood; McKown Rd.; Norwood/Western; Western/Fuller (named 9 times); Yes to prevent cellar flooding; Glenwood/Western (named 2 times); end of Providence; Mercer to better protect Providence Street from high water table; Parkwood; Western from the City line to Fuller; smaller puddles at Western, please;

Trees to be planted along these streets: Western (named 4 times), at I-87 and Western, along each street by residents request, Burger king/China Buffet, Fuller (named 2 times); I like more trees

More street lights were suggested for: Fuller (named 3 times); Providence (named 2 times); McKown Rd.; Arcadia (named 2 times); Ayre Drive; Elmwood (named 2 times); Dillenbeck, Parkwood

Stop signs at these locations: 4-way stop on Fuller by Mercer/University; Arcadia/Western; along Western (named 2 times)

Walk lights at: Schoolhouse; Executive Park Drive/Fuller; Norwood; Fuller; Fuller at Mercer and at Providence; Fuller/University at south most entrance; a pedestrian light attached to car signal light to let motorists know there is a pedestrian in the intersection at Fuller/Western

Improved surfaces for alleys at: Glenwood/Norwood; all alleys;

Improved sidewalks on the following side streets: lower Glenwood; Glenwood; Norwood; Western/Best Western area; all side streets; generally everywhere but most are being raised due to tree roots; from the Pub to City line on both sides; Elmwood; all of McKownville where they need repaving; Fuller Road

Note: question 7 had two forms, 29 questionnaires contained the first four parts of the question and 67 questionnaires contained the additional three parts.

Question 8—Doesn't seem necessary but wouldn't object.

Question 9--Pipe behind 1450 needs to be corrected.--Would be great.--Just reduce the flooding.--Great idea.--It seems too trafficky for a park.

Question 10--Strongly, Yes.--Anything to reduce traffic noise.

Question 11--Yes.--Sending zoning regulations to residents regarding boats, trucks, trailers, etc., then enforcing them.--The blue house on Western and white house next to Best Western.--The blue house on Western.--West Parkwood path to Elmwood and Fuller where a fence is built on the path.--Yes.--House on Hillcrest.--The blue house on Western.--Yes.--Yes.--Yes.--Blue house on Western.--At 131 Arcadia behind the house in a carport is an abandoned car/trash/rats.--Yes.--Yes.--Yes.--Fuller Road.--Yes.--1275 Western (blue house).--Junk cars at 2 Elmwood.--Even application of laws.--Yes.--East corner of Western and Glenwood.--The blue house near SUNY.--Yes.--Yes

Question 12--Nice but not a priority.--This stream smells bad and that needs to be corrected first.--Nice but not necessary.--No, would attract more people from outside the neighborhood.--Only if it is restricted to residents only.--During Giants training days lots of kids ride through the neighborhood, loitering in the area.--We have had bicycles stolen in broad daylight from our front yard.

Question 13--Yes, Yes, Yes, important.--Jogging too.--Not from Shady to Abele Park but OK for others.--The Providence path is a must.--Very necessary.--There is an ad hoc path between Providence and Executive park from which you can get to Stuyvesant Plaza that is along the power lines. Maybe make it safer, more clearly marked

Question 14--Please note that question 14 appeared in two forms, one concerned historic dwellings that brought forth no comments. The other concerned the fields near the Northway entrance on Western and the fields between Schoolhouse Road and the Thruway. The latter brought forth these comments--The parcels are owned by State DOT.--Yes, strongly in favor of more plantings.--All the entrances to McKownville should be a priority.

Question 15--A picnic as a community activity would be great.--Elections.--Neighborhood block parties.--House and garden walking tours.--Annual Spring garage sale.--More open forums with Town officials, especially as we implement the Master Plan.--Block parties.--Picnics.--Picnics.--Walks and walkabouts.--Neighborhood block parties.--Block party.--Neighborhood garden tours could be linked to cooperative extension's annual tour.--Neighborhood clean-up day.--Beautification of I-87, Western intersection, plantings, and Welcome signs.--Neighborhood block parties.--Neighborhood parties like the one held for the fire department anniversary several years back.--Allow traffic light on the corner of McKown & Western right of Western (possibly meant to say left turn arrows at the traffic light).

Question 16—With so many comments, they were each given more separation.

- More streetlights raise taxes.
- Provide turn arrows at Providence and at Norwood streets and Western.
- Need some center line markings on side streets near Western and other major streets.
- Guilderland including McKownville needs a hazardous waste disposal provision. We are not eligible to use the Albany/Colonie facility on the declared disposal days, so the stuff piles up in garages and cellars, unused remnants of pesticides, paint, etc.
- Our group is already pretty active and we shouldn't try to do too much at once. Right now a focus on people friendly streets.
- On heavily traveled streets erect signs saying State Law Do Not Block Side Road.
- Keep it up.
- Thank you for your efforts.
- My main concern would be to have better lighting on the smaller streets in McKownville. I know a town pavilion or something (gathering place) has been suggested in the past. I think that could be Abele Park with (its?)many entrances, however without adult supervision the park will be vandalized.
- Anything we can do to keep it a residential area. With the traffic increase on Fuller Road and all the new dorms going up in the University we are losing our neighborhood area. We do not need any more businesses etc. to draw more people.
- Make Quadrini take down that building at 1257 Western Avenue. It should be condemned. Also, clean up pile of tree cuttings as well as cut grass on a regular basis. Stop taking kickbacks from this developer and enforce all rules that would be applicable to any other person. You should be ashamed of the special treatment Quadrini receives. This should be the planning board's number one priority as it is the worst looking eye sore in McKownville.

- Make Stuyvesant clean up the backs of its buildings, especially those near Fuller and those near the pond.
- Many people use the path from Providence to the parking lot at Stuyvesant. They use it for the bus and stores, post office and doctors office. It's overgrown and muddy and needs blacktop badly. As I no longer drive I cannot go to meetings. However I am delighted at your efforts. All are important. I have tried in vain to get the path from Providence to Stuyvesant more accessible. Many use it.
- Demand blue house be demolished and area cleaned up.
- Turn off the traffic light at Executive Drive at night and on Sundays.
- Maybe the McKownville pond area could include the park/playground area for Providence/Mercer/Warren streets.
- Commend Town of Guilderland for substantial improvements to Providence Street drainage, sump pump available discharge sites, and resurfacing of improved road.
- Investigate the possibility of creating walking paths between Parkwood and Glenwood streets and Glenwood and Norwood streets in the Towns right of way, without having to use Western.
- Continue interaction and sharing of information between related committees, i.e., pathways, history, Western Avenue study, etc.
- A pedestrian walkway over Western Avenue is needed. No turn on red at intersection of Fuller and Western. Narrow the roadway to reduce traffic and funnel traffic flow. Speed bumps within Stuyvesant Plaza at crosswalks. Reduce flooding on Western Avenue after heavy rain. Extend time to cross Western Avenue at Fuller.
- Reduce speed limit on McKown to 20 MPH. I live on McKown and this is a major problem with speeding.
- Please give more than one-day notice for meetings of the McKownville Improvement Association. For the past several meetings we have had only one day notice.
- Need privacy trees between Providence and Stuyvesant.
- Need do not block side road signs on Fuller.
- N. and S. Dillenbeck Dr. need streetlights, please. Somehow train motorists to give pedestrians a chance.
- Thanks for removing the dead tree at Waverly and Western.
- The path from Providence to Stuyvesant needs to be blacktop. This is extremely important. Many people use this path to avoid Fuller Road.
- Narrow the bike lanes so people do not use them for turning lanes especially at bus stops where people are prone to be crossing in a hurry and the turning cars are likely to encounter a pedestrian.
- If you back up traffic on Western you will never be able to get out of side streets. It's bad enough now.
- Waited 42 years for some of these things. Might be too late for me but good luck

Note: question 16 did not appear on some surveys

### Coverage

Nearly every respondent gave the street name of the residence. Tabulation indicates that the street locations of the respondents (frequency shown after the name of the street) are as follows:

- Elmwood 5, Parkwood 6, Glenwood 7, Norwood 10, Waverly 1, Knowles 2
- Hillcrest 1, Arcadia 5, Brookwood 3, Westlyn Court 3, Westlyn Place 1, Williams 1, Ayre 4, Dillenbeck 3, McKown 4
- Fuller 2, Schoolhouse 1, Western 6
- Shady Lane 3, Highland 1, Country 1
- Providence 10, Mercer 7, Warren 5

Conclusion

There is but one conclusion. The residents of McKownville are looking forward to many improvements. They have taken the time to indicate their preferences. They expect them. We all must do our best to make sure that they happen.

#####

Association Officers

President	Don Reeb	5 Norwood Street	489-3909
Vice President	Bill Meehan	7 Country Road	456-4564
Secretary	Kathy LeRoux	106 Arcadia Avenue	438-1947
Treasurer	Steve Berg	7 Elmwood Street	438-6795

Association Board of Directors Members

Sue Brown 6 Westlyn Place 482-2355	Martha Harausz 1445 Western Avenue 489-3855	Marty Gnacik 15 Elmwood Street 438-9160
Doug Smith 5 McKown Road 482-6081	David Knight 11 Mercer Street 438-9269	Paul Haldeman 5 Country Road 456-9557
Alice Torda 2 Knowles 489-3613	Jim White 8 Brookwood Street 459-9176	Joe Trapasso 25 Parkwood Street 438-0870

2006 Feb 7 HUKIA Meeting -

#11

3/1/06

## **Transportation**

### **Pedestrian Traffic**

#### **Safety Concerns**

- \*Placement of a sidewalk around cemetery area on Fuller Road - needs imaginative solution
- \*Schoolhouse and Western Ave. Crossings need improvement
- \*Make School House/Western Ave. intersection passable and safe
- \*Provide for bicycle safety

#### **Walkways**

- \*Pedestrian Bridge crossing Western Ave. from Stuyvesant to south side of Western Ave.
- \*Path around pond at Stuyvesant Plaza
- \*Paths from CESTM to Stuyvesant Plaza
- \*Carriageways
- \*Connection to SUNY Purple Path

#### **Sidewalks**

- \*New and improved sidewalks on Western Ave
- \*Raised sidewalks when crossing streets and parking areas
- \*Raised sidewalks crossing side streets ending at Western Ave
- \*Provide walkways from businesses to street sidewalks
- \*Improve snow removal/winter maintenance
- \*Walkway on commercial property needs to be maintained year round - not used as snow dump
- \*Provide ability to walk to Westmere

#### **Street lamps**

- \*To provide for pedestrian safety especially on Fuller Road - elegant and homey
- \*Keep lights to prescribed height
- \*Use Pine Hills as model for human scale and homey ambiance
- \*Western Ave. in Pine Hills as model for planting and beautification

#### **Auto Traffic**

- \*Better access to Interstate highways to relieve pressure on Western Ave.
- \*Traffic constriction - calming needed on Western Ave
- \*Western Ave design should allow on street parking as traffic calmer (as seen on Central Ave. in Schenectady)

#### **Mass Transportation**

- \*Better bus service
- \*Trolley Service from Stuyvesant to CESTM
- \*Better North/South connections between Central Avenue and Western Ave. and New Scotland Ave Area

## **Parking**

- \*Common parking area/ attractive maintenance/plantings and green space
- \*Sufficient parking for all new and renovated structures

## **Commercial Development**

- \*Extend residential "look" of neighborhood to commercial establishments
- \*Give a human size, scale, and look - like a home - to commercial property
- \*Insist on adequate parking & sidewalks (both along street and to street)
- \*Retail development with housing (if adequate parking is provided)
- \*Beautification and maintenance of properties is good for business
- \*Commercial suggestions:
  - Commerce to serve area residents/ such as Stewart's at Russell Road
- \*Development/Redevelopment of acreage behind Best Western as mixed use Retail/Residential

## **Governmental Concerns**

- \*Enforcement of rules in area parks
- \*Zoning concerns: better enforcement of existing ordinances and limiting issuance of Special Use Permits and Variances
- \*Commercial development: Keep it consistent -- Resist crazy-quilt development
- \*Create mixed use zoning where appropriate
- \*Guilderland needs a town architect to establish an architectural style or standard for Western Ave. Corridor
- \*Provide incentives to improve property in ways that benefit owner and community (Henry George)
- \*Provide enforcement of bike lane laws - Stop cars from using them / See MCS.
- \*Need coordination of McKownville concerns that are outside the scope of the Town of Guilderland
  - Such as issues with:
    - Harriman Campus redevelopment
  - General issues with:
    - City of Albany
    - Albany County
    - New York State

UAlbany  
Thruway Authority

## Residential Issues

- \*More community areas are needed
- \*Increase number of pedestrian destinations within neighborhood
  - public space, senior center, community center, childcare, daycare and more public gathering places
  - a non-alcoholic lounge for families - near McKown/Western
- \*Recreation
  - More parks

Connect neighborhoods to Rensselaer Lake/6 mile  
Tie parks together with paths  
Walking destinations for kids

- \*Housing
  - Senior housing/elegant/multiple use
  - Multi-family housing on main streets
  - Multi-family dwellings will need adequate parking perhaps underground
  - Mixed use residential/commercial with adequate parking
- \*Look to WIFI in McKownville
- \*Getting the news out
  - How to get more neighbors attending meetings
  - How to generate interest and solicit contributions
    - Publicity
    - Newsletter?
    - Times Union/Events and Community meetings
    - Free publications/ penny savers
    - Town Website
    - 800 flyers distributed for meetings
  - Keep to regular meeting schedule

## Esthetic Issues

- \*Gateway concept
  - Pedestrian Island/Welcome to Guilderland
    - At Route 20 and entrance to UAlbany
    - School House Road and Western Ave/ 87
  - Flowers
  - Sign
- \*Maintain and care for existing trees
- \*Replace dead/sick trees with appropriate type of area



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Reel Note  
VISIONS

## A Vision Statement for McKownville: Some Notes

McKownville, which is one mile square, has 78 retail shops and restaurants--60 in Stuyvesant Plaza and 18 along Western Avenue. (There are another 24 retail shops in the University Plaza/Homestead Avenue area along Western in the City). There are about 3000 residents living in 914 residences in McKownville, 15 residences are on Schoolhouse, 17 on Fuller, 33 on McKown and 41 on Western and the remainder are on the 39 additional streets that make up McKownville. The neighborhood includes several University buildings, about 24 medical and office buildings and, for almost a century now, the McKownville Fire Department.

There are about 25 acres of open space at the end of Warren and Mercer on through to CESTM all of which borders the Northway. How should this land, some of which is in the City and some in Guilderland and some is owned privately and some by the State, be included in your vision of McKownville? There are another 9 acres or so that is between the end of Waverly and the State University. And there is another large parcel along McKown Road, near the McKown Road entrance to Woodscape, that is largely wetland.

The land along the Krumkill--the east branch which runs from the University pond then behind the Best Western, and the west branch from the reservoir/pond southeast. This land and streams--how do they figure into your vision of McKownville? And what about the pond and Abele Park?

(1) The horseshoe shaped 7 acres in and around the Best Western; (2) the southeastern corner of McKown Road including the former Tusang-Barhydt building; and (3) the Getty station on Western and its neighbor the old Hannon pharmacy building--some have said that these three areas--all or parts--should be redeveloped as multifamily housing/condos/mixed retail/office buildings. These areas influence your vision how? Assuming that McKownville will get curbs, gutters, sidewalks, more attractive street lighting, pedestrian crossing lights, much improved streetscapes with more street trees along Western, Fuller, Schoolhouse and McKown within the four years, how do the side road streetscapes figure into your vision of McKownville?

There is very little nonresidential development in McKownville along Schoolhouse, McKown, the north side of Western and the east side of Fuller. How is this to be included in your vision statement?

There are about ten historic and/or architecturally important buildings in McKownville. The McKown home across from the Pub (1245 Western), the Knowles family farm house on the corner of Knowles Terrace (1261 Western), the Frank Lloyd Wright looking home on Western (1423 Western), the older home on the Holt-Harris property off of Norwood Street, the David's home (1455 Western), the home that was once Dr. Mastrianni's office (1461 Western), the Macomber residence (1430 Western), Mrs. Strassburg's home and the old barn that goes with it (1 McKown Road) and some others. How should these figure into the vision for McKownville?

Storm water control--the carriageways in the older part of McKownville--sound barriers along the Northway and the Thruway in McKownville--the areas surrounding McKownville (Westmere, the State University, the Harriman campus, the nearby areas in the City of Albany and the the Town of Colonie)--the Northway, the Thruway, Lake Rensselaer, the Pinebush, speed limits, the town library, Guilderland schools, walking paths, sidewalks and bike lanes--how are these included in your vision?