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Project Narrative Proposed Subdivision at 60 Dunsbach Ferry Road Town of Colonie, Albany County

March 2018
Revised October 2019

Site Address: 60 Dunsbach Ferry Road
Applicant: Cillis Builders, Inc.

Contact: Ted J. Cillis, III
518-459-4921

Engineer: Advance Engineering & Surveying PLLC
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Proposed use: Single Family Residential
Zoning: Single Family Residential (SFR)
Site Area: 9.67± acres

Description of Existing Site and Use

The parcel being subdivided contains approximately 9.67 acres and is located on the westerly side of Dunsbach Ferry Road and the northerly side of Pollock Road. The subject parcel has site frontage on Dunsbach Ferry Road and along Pollock Road. Both roadways are owned by the Town of Colonie. The parcel is undeveloped and vacant. The parcel is identified as tax map no. 9.02-3-5. The parcel is located in the Single Family Residential (SFR) zone. The parcel was historically used for agricultural purposes and a portion of the parcel is occupied by a field that was recently used for growing vegetables.

The site topography is gentle to moderately slope and generally slopes towards the center of the site, to an existing drainage swale and then it slopes towards the north. The stormwater runoff eventually discharges into an existing pond located on a neighboring parcel to the north. The pond discharges through swales and closed drainage piping towards the west and towards the drainage swale that intercepts the drainage runoff from the I-87 Adirondack Northway. The runoff eventually is a tributary of the Mohawk River which is located just west of the parcel. Site vegetation for the majority of the site consists of mature trees and overgrown brush. The overgrown brush is located at the field that was recently farmed. Along the property frontage, Dunsbach Ferry Road within

the right-of-way contains municipal infrastructure consisting of municipal sanitary sewer and water mains; it also contains gas, telephone and CATV. These systems can provide municipal services to the project site.

The Websoil database indicates the project site soils are as following: NaC- Nassau channery silt loam; Ra – Raynham very fine sandy loam; ScB – Scio silt loam; Uk - Udorthents, loamy-Urban land complex; UnB - Unadilla Silt Loam, 3-8% slopes.

Description of Proposed Project

During the Concept Plan presentation to the Planning Board, the applicant was requested to apply Conservation Overlay District requirements to the proposed subdivision so that it could make a comparison to the proposed conventional subdivision layout that was presented in the initial application for the subject site. Following is the description of the proposed Conservation Subdivision layout and comparison to the Conventional Subdivision initially presented.

Conservation Subdivision

The applicant has revised the project documents and has proposed the development of the 9.67 acres parcels with a total of 14 residential lots which results in a density of 1.44 Units/ac.; this is less than the allowed density (2 units per acre). These lots are being developed along one new street with a similar alignment that was used for the conventional layout with two main differences: 1.) the roadway has been shortened (500+/- feet) resulting in lot 7 having a large area of approximately 3.95 acres; and 2.) the proposed lots that were previously shown to have a driveway connection to Dunsbach Ferry Road (1 lot) and Pollock Road (2 lots) have been re-routed and now connect to the proposed new street. Other important differences to the conventional layout are: the proposed typical lot will have a minimum lot width of 60 feet and the average lot area will be over 15,000 square feet. This varies from the conventional typical layout which is compliant with the required 80 feet of minimum lot width and a minimum lot area of 18,000 square feet. The proposed conservation subdivision lot sizes are smaller than the conventional lot requirements.

The conservation layout does show that lot 7 will have a deed restrictive area of approximately 2.57 acres or approximately 65% of the lot will be conserved and will not be cleared. It is important to note that lot 7 is located in the area where the majority of the wooded area exists while the other lots are located in the open field area that has been historically used for agricultural purposes.

The conservation layout does achieve the reduction of the impacts to the large wooded area that exist at the westerly quadrant of the site and it also reduces the length of roadway that will need to be constructed. Therefore, reducing the long-term maintenance of the roadway.

The Conservation Subdivision does achieve the objective of conserving a large area of open space that also contains mature wooded areas. The area conserved as open space, 2.57 +/- acres, represents 26.6% of the project total parcel area. This is a substantial block of woods that will benefit the existing and future residents of the neighborhood. Additionally, this large area will preserve a mature wooded area that will help with the screening of the new homes from the Northway corridor. Based on these

important benefits the Conservation Subdivision for the proposed project appears to achieve the best balance from the development of the project parcel.

The project site is not affected by a protected watercourse area or flood plain. The site lies within a Historic Overlay District.

Subdivision Data:

- The proposed building area of the proposed homes will range between 1,571 square feet to 2,881 square feet;
- Building height will vary from 25 feet for the one-story buildings to 35 feet for the two-story buildings;
- Site coverage is shown on the project drawings and shows that the majority of the site will remain green – 84.5 %; pavement area will be 8.3%; and building area will occupy 7.2% of the area.

Conventional Subdivision

The applicant proposed to subdivide the parcel into fourteen (14) single family lots in accordance with the town of Colonie Zoning requirements for Single Family Residential Zoning. The subdivision layout and density was designed in accordance with the conventional Single Family Residential Subdivision Regulations (SFR). The proposed lots comply with the SFR requirements of a minimum lot area of 18,000 square feet and a minimum of 80 feet of frontage.

Based on the zoning regulations, the site can be developed with Single Family Residential lots as proposed. The applicant has proposed a total of 14 lots which results in a density of 1.44 Units/ac.; this is less than the allowed density. One new street is proposed to provide access to the new lots. The new street is approximately 750 lineal feet and terminates at a cul-de-sac. Utilities necessary to provide the new lots with municipal services will be installed within the new street carriage way. These utilities will be extended from the existing infrastructure located within the Dunsbach Ferry Road Right-of-Way along the subject site frontage. The new street would be constructed per the requirements of the Town of Colonie and once constructed it would be dedicated to the Town for ownership and maintenance.

The existing corridor along the Dunsbach Ferry Road project frontage has sanitary sewer, storm sewer, water system, gas, electric, telephone, and cable television utilities and can service the proposed lots. The infrastructure necessary to provide the proposed lots with sanitary, water, electric, gas and telephone services exist and are all located along the Dunsbach Ferry Road. These systems have sufficient capacities to meet the demands of the proposed development.

Stormwater management will be required for the proposed lots and it will be provided on-site by the construction of a stormwater management practice that is in accordance with the requirements of the NYSDEC and the Town of Colonie Stormwater regulations for new construction.

The proposed project site is located within the Single Family Residential (SFR) zone as shown on the Town of Colonie Zoning Map. The proposed Residential land use within this zone is allowed and is a compatible use with existing uses and facilities located along Dunsbach Ferry Road, in the project vicinity. The use is consistent with land uses permitted in the Town of Colonie Zoning Code.

DEVELOPMENT IMPACTS

The proposed development will have minor impacts upon the environment, traffic and community services consisting of police, fire protection and solid waste disposal. These impacts range from none to minor and have been identified and taken into consideration in planning and designing the proposed development.

Impact on physical environment: the property proposed for development, is currently a combination of wooded, open and undeveloped areas. The impact to physical environment will be minor since the proposal does clear or modify the existing wooded, open and undeveloped areas.

Impact upon community services: The proposed development will result in minor impact to community services.

- The subject property lies in the North Colonie School District. It is estimated that once the vacant lot is developed as a 14 single family residential lots it may result in twenty-eight (28) additional school-age children living in the future homes. The existing North Colonie School District has the capacity, facilities and infrastructure to accommodate these students. It should also be noted that the estimated school age children will not be occurring all at one time but it will vary over the period of time until the entire project is fully developed. The impact upon schools generated by this subdivision is considered minor.
- Police protection will be provided by the Town of Colonie Police Department. These services already exist in the community and encompass the project site. The impacts are considered none to minor.
- Fire protection will be provided by the Boght Community Fire District located on Preston Drive, east of the project site. No impacts are expected since the existing equipment and facilities can accommodate the proposed development.
- Sanitary sewer, water, telephone, gas, electric and cable television are fully accessible to the property and have ample capacity to service the proposed subdivision. No impacts are anticipated to occur to community services. Estimated average daily water usage would be 4,620 gallons per day with a corresponding discharge to the sanitary sewer system. A water district extension will not be required.
- The new street will require normal maintenance and plowing which the town currently conducts at the existing street system in the neighborhood. The maintenance currently required for Dunsbach Ferry Road will remain unchanged.
- Solid waste generated by the proposed development will be collected by a private hauler with anticipated disposal at the Town of Colonie Solid Waste Facility. This facility has the capacity to accommodate the estimated 2.5 tons per month of solid waste generated by the new lots. Impacts to solid waste are minimal.
- New traffic will be added to Dunsbach Ferry Road & Pollock Road from the proposed new development. The proposed 14 lots are estimated to generate 14 A.M. VT (vehicle trips)

and 14 P.M. VT during the respective A.M. and P.M. peak commute periods. Dunsbach Ferry Road and Pollock Road have the capacity to accommodate the new traffic.

The proposed subdivision has been planned to comply with the existing property zoning and natural environmental features. The subdivision is fully compatible with the adjacent developments and land use development goals of the Town of Colonie.

Description of Project Construction Sequence and Phasing

The proposed project, upon approval, will commence with the installation of Erosion & Sediment Control systems and will be maintained throughout the construction period. The contractor will proceed with the clearing of the existing wooded areas to be removed and the topsoil will be stripped and stockpiled. The next phase will involve the construction of the project utilities which start with the installation of the sanitary sewer first and the water next followed with the installation of the storm sewer systems. The roadway installation would follow and then the lot construction can begin.

Impact on Town Communications System

The project does not anticipate interference with the Town Communications System.