

**Enclosed is a copy of a letter signed by the residents of Westmere Terrace regarding the Rapp Road project which discusses our concerns about this project, the impact it can and will have on our street, and what we would like to see Pyramid do to help keep our community as safe and quiet as it is now.**

**We have listed the top priorities we feel Pyramid should take into consideration before this project goes forward and the reasons for them. They are very important to the residents and we feel very strongly Pyramid needs to understand our concerns. This project will be impacting all of the residents and we would like our voices heard.**

**We look forward to hearing from you. Thank you for your time.**

**The residents of Westmere Terrace**

**Goal: To maintain the current neighborhood and the quality of life for all Westmere Terrace residents and property owners in the Town of Guilderland.**

- 1: Keep the cul-de-sac in its current configuration.
- 2: Construct a tall Sound Barrier Wall, with an addition of Berms, and tall evergreen Trees.
- 3: Westmere Terrace remain dead-end permanently.
- 4: Current Pyramid Owned Land Maintenance & Mitigation. (Rear property boundaries along Westmere Ter & Rapp Rd)
- 5: Bond set aside for any Homes possibly damaged from construction.
- 6: No Ghost Street- Pyramid should guarantee that they will not buy out properties on Westmere Terrace
- 7: Cut back Construction working time to end by 5 or 6pm. No Weekends
- 8: Identify & help mitigate traffic exiting Westmere Terrace on to RT 20. (Western Ave- East & West)
- 9: Social Impact
- 10: Good Neighbors - Promises in writing and be accountable.

First of all, we the residents of Westmere Terrace respectfully request that the applicant, Pyramid, the town designated engineer, Jesse Fram, and all involved town planning board members reconsider the site plan in regards to planned parking area on the south side of project, directly abutting the dead end of Westmere Terrace. Residents of Westmere Terrace request that the current cul-de-sac remain intact, per the 1994 special use variance granted by the town (17-94, page 39, item 40 dated 4/8/1994).

Second, please take note that as things currently stand, there is no sufficient residential buffering plan for Westmere Terrace Residents. Other surrounding neighborhoods have requested and received similar mitigation plans to reduce visual, lighting, and noise affecting their quality of life. Therefore, we also request that sufficient space should be given for the purpose of buffering the Westmere Terrace border. We request that a large sound barrier wall, decorative in nature, be placed along the Westmere Terrace border on top of a berm, and that 10 to 12-foot Evergreen trees be placed through the southern end of your site plan. This will reduce visual and sound infiltration. This request should be completed prior to the start of any construction of said project. Applicant and TDE should keep in mind the project's impact on the two-story homes within close proximity to said project as far as visual impacts they will have.

- Crossgate's Mall currently has a plethora of over-flow parking just east of the proposed project that is underutilized. The current site plan shows 72 parking spaces over the requirement per town code. Said lot could be used for any overflow or additional parking needs. This was also cause for concern as mentioned by Chairman Rigosu of the Albany County Planning Board recently.
- Westmere Terrace is a dead-end road. Having the cul-de-sac provides adequate road space required for safe navigation of Emergency Vehicles, Large Town Maintenance Vehicles, Plows, School busses, as well as Garbage Disposal Vehicles. Consideration must also be given for snow removal and disposal areas.
- Another concern is the location in which the applicant may place their trash collection dumpsters, and the effects this would have on any neighborhoods surrounding this project.

**Westmere Terrace remain a dead-end road with in the Town, and that no access be made to this proposed project site.**

- Road was not designed for heavy traffic
- Small children and animal safety concerns
- Currently a family friendly neighborhood, with many family and elderly.

### **Property along the Rapp Rd corridor in rear yards of Westmere Terrace.**

- Rapid erosion and dead trees are affecting the home owners and their properties. No maintenance has been performed in the above-mentioned area.
- Maintain and mitigate any tree or vegetation that is dead or in need of replacement to maintain sufficient buffering of Rapp Rd and Mall.
- Maintain and repair the existing stockade fencing in the above-mentioned area.

### **Homes next to the proposed project are older homes.**

- We request that a bond or monies be set aside to protect any home owners within Westmere Terrace that may incur any damages due to the construction or excavation disturbances.

### **No Ghost Street**

- We request that Pyramid, and any affiliates of same, do not purchase any properties on the Westmere Terrace Road. We do not want our neighborhood to end up like Gabriel Ter/ Lawton Ter with ghost properties.
- Thank you for following through with your promise of listing 28 Westmere Terrace for sale.

### **Construction Times**

- We request that you keep your construction times from 7am to a maximum of 6pm to minimize the impact this will have on our residents. We would like to have some peace and quiet to enjoy our backyards and nights without the constant construction noise and air quality issues.

### **Traffic Mitigation**

- Request a "No Turn on Red" on Rapp RD @ Western Ave southbound. This will give any traffic exiting Westmere Ter onto Route 20 ample time to safely navigate.
- Identify & mitigate traffic exiting Westmere Terrace on to RT 20. (Western Ave- East & West)

### **Social Impact**

The residents of Westmere Terrace are deeply concerned that a project of this size could be approved without a "social impact statement" that evaluates the potential impact on local schools and other institutions. We have in our neighborhood teachers who have served the Guilderland school system faithfully for decades, and who have witnessed the way in which large influxes of new citizens may over stress already stressed school facilities.

### **Good Neighbors**

In closing, we have heard time and time again, that your company wants to be "good neighbors". However, since 1994 expansion, it has been proven that your companies promises go to the wayside and that once they have what they want, nothing else matters. We will be holding your company accountable for everything that is agreed upon, in writing and according to the outlined Planning Boards decisions in the upcoming months. We look forward to working with you on these above mentioned requests!

Respectfully,  
Westmere Terrace

# Petition from Westmere Terrace Residents

Petition summary and background  
 Action petitioned for  
 To maintain the current neighborhood and the quality of life for all Westmere Terrace Residents in reference to the Rapp Road Project presented by Pyramid.  
 Please refer to attached document.

Printed Name	Signature	Address	Optional Email Address
Kevin McDonald		29 Westmere Terr	KSAG6407@gmail.com
Sarah McDonald	Janae McDonald	29 Westmere Terr	hairbySarah5@gmail.com
Tammy Cozine	Tammy McCozine	26 Westmere Terr	cozine_t@yahoo.com
Lorie Mele	Lorie Mele	21 Westmere Terr	loriemele@gmail
MATTHEW CUCCHIO	M. W. Cucchio	21 Westmere Terr	MAT.CUCCHIO@gmail.com
Kevin Sobel	Kevin Sobel	12 Westmere Terr	Kevin.Sobel@yahoo.com
Stephen Cope	Stephen Cope	6 Westmere Terr	StephenCope1@aol.com
Suzanne Griffiths	Suzanne Griffiths	6 Westmere Terr	suzannegriffiths67@gmail
Karen Howe	Karen Howe	24 Westmere Terr	Karenhowe54@gmail.com
BARRY HOWE	Barry Howe	27 Westmere Terr	BHOWE53@gmail.com
Math Davis	Math Davis	25 Westmere Terr	mathdavis1234@yahoo.com
Luella Goff	Luella Goff	31 Westmere Terr	LuellaGoff@gmail.com
William Bleslow	William Bleslow	26 Westmere Terr	BLESLOW-WB@yahoo.com
Austin Brozoski	Austin Brozoski	19 Westmere Terr	WASTINUSNC123@gmail.com

Printed Name	Signature	Address	Optional Email Address
Kathleen Kiehn	Kathleen Kiehn	17 Westmore	kiebmanecol.com
Glen Williams	Glen Williams	1111	helenjknopf@aol.com
Lisa Hart	Lisa Hart	25 Westmore	lhart46@gmail.com
<del>THOMAS E HART</del>	<del>Thomas E Hart</del>	5 WESTMORE	thart1978@aol.com
GERNO GRUBS	Gerold Grubs	3 WESTMORE TER	
CLIFF AVER	Cliff Aver	11 WESTMORE TER	
Judy Aver	Judy Aver	11 WEST MORE TER	
Lris Brade	Lris Brade	9 WESTMORE TER	lbr523@aol.com
Virginia Zusporn	Virginia Zusporn	10 WESTMORE TR.	gizus@hotmail.com
John Zusporn	John Zusporn	10 WESTMORE TR	
Joeb Milne	Joeb Milne	7 Westmore Terrace	
Amanda Milne	A. Milne	7 Westmore Ter.	Milne175@icloud.com
ANDREW HASTER	Andrew Haster	16 W. Adams Ln	
Linda Schell	Linda Schell	18 Westmore Ter	
William Foreman	William Foreman	2 WESTMORE TERR	
MARY FOREMAN	Mary Foreman	2 WESTMORE TER	



Kenneth Kovalchik &lt;kovalchikk@togny.org&gt;

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**Rapp Road Barrier**

1 message

**R A Miller** <r\_a\_miller@yahoo.com>

Mon, May 6, 2019 at 12:43 PM

To: laura.travison@albanycountyny.gov

Cc: "Kovalchikk@togny.org" &lt;Kovalchikk@togny.org&gt;, "mayor@albanyny.gov" &lt;mayor@albanyny.gov&gt;

Laura:

As a resident of Village in the Green Condominiums off of Pine Lane in Albany, I am sending you this note to register my disapproval with the plans for the Rapp Road Barrier that is planned as part of the Pyramid Company's new condominium complex tied to the Crossgates Mall development. Although I am all for future development in Albany, a physical barrier that disconnects residents in the existing Pine Bush communities from Western Avenue is completely unacceptable. It adds notable transit time to key businesses on Western Ave. (including Price Chopper), and if it cuts off access to the Crossgates Mall Access Road, it also adds significant time to travel from these neighborhoods to the Albany International Airport because it denies easy access to I-87. Other folks in my development have expressed concerns about environmental effects on the Pine Bush -- or perhaps more importantly the speed of response for first responders... These are probably valid concerns.

I'd rather not see a development of the proposed size at all -- but if Pyramid is going to go forward with the development, a physical barrier on Rapp Road is a complete non-starter and will certainly change my voting patterns in future elections. The barrier is a BAD idea. Period.

Thanks for your understanding.

Rick Miller



Kenneth Kovalchik <kovalchikk@togny.org>

**[Town of Guilderland NY] Rapp Rd Proposed Apartments/Barrier (Sent by Mary Ann Kindlon, m6a6k6@gmail.com)**

1 message

**Contact form at Town of Guilderland NY** <cmsmailer@civicplus.com>

Mon, May 6, 2019 at 4:32 PM

Reply-To: m6a6k6@gmail.com

To: kovalchikk@togny.org

Hello kkovalchik,

Mary Ann Kindlon ([m6a6k6@gmail.com](mailto:m6a6k6@gmail.com)) has sent you a message via your contact form (<https://www.townofguilderland.org/user/3993/contact>) at Town of Guilderland NY.

If you don't want to receive such e-mails, you can change your settings at <https://www.townofguilderland.org/user/3993/edit>.

Message:

Good afternoon Mr.Kovalchik

I am writing to you to express my STRONG OPPOSITION to the proposed 222 apartment/townhouse development that is being considered. I live in the Village in the Green condominium complex off of Pine Lane. Traffic on Western Ave is already very congested. I know there was a study done & amazingly after their one day, 4 hr study 1&1/2 yrs ago, they found no significant impact that 222 homes would have on the area. That's insane! Have you been on Western Ave lately? Why doesn't Pyramid use all the empty parking lot space I see everyday to build? The tax breaks they get is insulting to all the small business owners who seem to have to foot the bill (I have a relative who has a business on Western Ave across from the mall).

If this goes through, there is a proposal for a barrier on Rapp Rd. Again, STRONGLY OPPOSED!! This would have a great impact on emergency vehicles getting to our community. Not to mention the inconvenience of having to get to Western Ave via Gipp Rd. How do you think that would go over for the residents on Gipp Rd?

It has been my experience that the people making these decisions for our community don't even know where Village in the Green is located & have never been here. The decisions that are made really do have an effect on our everyday, real life situations. They greatly effect our quality of life.

Thank you for your time.

Sincerely,  
Mary Ann Kindlon



Kenneth Kovalchik &lt;kovalchikk@togny.org&gt;

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**crossgates mall apartment project**

1 message

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**ahannaford@nycap.rr.com** <ahannaford@nycap.rr.com>

Tue, May 7, 2019 at 12:20 PM

To: Laura.travison@albanycountyny.gov

Cc: Kovalchikk@togny.org

sent to Pat Fahy May 7, 2019:

Hello Pat!

The addition of 200 apartments at Crossgates mall brings to mind many problems. Especially the usual concerns: pine bush habitat, traffic, sewers, etc. HOWEVER the final straw for all in this neighborhood is the DEAD ENDING OF RAPP ROAD at or near Gipp road. PLEASE PLEASE stop this crazy idea!! I live at Village in the Green condos off pine lane in Albany. This move would drastically limit our access to Western ave, Crossgates, and the northway. I am also deeply concerned about EMERGENCY RESPONDERS' access to this stretch of Rapp road. The area contains many SENIORS and HANDICAPPED people.

I can't imagine the effect on Gipp road as it becomes the main access to western ave from all of lower Washington ave extension. Also rte 155 will become a parking lot.

May I suggest AT THE VERY LEAST comprehensive traffic and environmental studies.?

Really need your help on this one. As always I appreciate your help.

Kathie hannaford  
702 Greenwich dr  
Albany 12203  
518 456 5079  
518 22q 1302 cell  
peace,  
the hannafords





Kenneth Kovalchik <kovalchikk@togny.org>

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## Opposition of Apartment Complex on Rapp Road

1 message

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**Mary Pat** <mph31@nycap.rr.com>

Mon, May 6, 2019 at 6:41 PM

To: Laura.travison@albanycountyny.gov, mayor@albanyny.gov

Cc: Kovalchikk@togny.org

I am writing to express my opposition to the apartment complex of 200 units and the Rapp Road Barrier currently being considered. As a 30 year resident of the Village in the Green Community, I am very concerned about the increase in traffic as well as further destruction of the Pine Bush. If this project does get approved, I would be totally against the Rapp Road Barrier due to the inconvenience it will cause Village in the Green residents and the effect it will have on emergency responders coming to our complex.

I ask that you reject this proposal for the sake of your city and county residents already living in this area.

Thank you....Mary Pat Hickey, Resident, Village in the Green Community, Greenwich Drive, Albany, NY 12203



Kenneth Kovalchik &lt;kovalchikk@togny.org&gt;

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**Proposed 200 Apartments on Rapp Road**

1 message

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**ldarco@nycap.rr.com** <ldarco@nycap.rr.com>

Mon, May 6, 2019 at 12:10 PM

To: "laura.travison@albanycountyny.gov" &lt;laura.travison@albanycountyny.gov&gt;

Cc: "kovalchikk@togny.org" &lt;kovalchikk@togny.org&gt;

Ms. Laura Trivison:

I am the President of the Board of Directors at the Village in the Green condominiums off Pine Lane which is adjacent to Gipp Road. Our residents in 96 condominiums are strongly against the proposed 200 apartment development on Rapp Road. Just as our neighbors are concerned, we do not want to see increased traffic in this area which is adjacent to the Pine Bush and has a uniquely quiet character. We are also concerned about the continued gobbling up of unique Pine Bush land and habitat.

If this development is approved against the wishes of neighborhood residents, we strongly oppose the building of a barrier on Rapp Road just south of Gipp Road which would make Rapp Road a dead end when approaching from south or north of Gipp Road. Not only would this be a great inconvenience to our residents when navigating local roads, it is scary to think of the effect it would have on emergency responders reaching our complex.

I was told that there has not been an updated traffic study with trip generation data for the proposed 200 apartments. There should be an updated traffic study for this planned development before a vote is taken.

Thank you for your consideration of the concerns of our residents.

Lawrence D'Arco

President, Board of Directors

Village in the Green Condominiums

Greenwich Drive

Albany, NY

[Ldarco@nycap.rr.com](mailto:ldarco@nycap.rr.com)



Kenneth Kovalchik &lt;kovalchikk@togny.org&gt;

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## Say No to the Rapp Road Apartment Complex

1 message

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**Mohua Chakraborti** <mohua.chakraborti@gmail.com>  
To: kovalchikk@togny.org

Tue, May 7, 2019 at 11:23 AM

Good morning,

I am a tenant in Village in the Green condominium, which resides on Pine Lane right off of Rapp Road. I was very upset to learn of this new proposal to develop a 200 unit apartment complex, and I urge you and your office to say no to this complex for the following reasons:

1. Approving this proposal would create a barrier between Gipp Road and Crossgates Mall Road that would prevent us from driving to and from Western Avenue on Rapp Road. This can effect emergency response to a condominium development where many retirees/elderly reside.
2. This development would cause further destruction to the Pine Bush. I purchased my condominium to find solace in nature in an otherwise busy city. This development would destroy our already fragile environment. I am aware of the efforts New York is trying to make to improve our environment. Denying this needless complex would set a good example for this county, and the state.
3. Rapp Road sees too much traffic and too little care. The road is covered with pot holes and cracks and is quite narrow. It is not properly maintained, and a complex would cause it even more stress. Widening the road would encroach on a protected historical community, and increased maintenance of the road would just hike up the costs the county already pays for infrastructure. The road is barely taken care of as it is, and there is no guarantee it would be taken care of in the future.
4. Last but not least, Rapp Road Historic District is one of the only intact African American communities in which their descendants are living in dwellings constructed because of the people who took part in the Great Migration (please refer to this site <https://rapproad.wordpress.com/>). Instead of focusing on new complexes and buildings, this historic site should be preserved and better maintained. Building apartments will further sweep away the African American history in this country, a history his country is so easily able to forget.

I am grateful you took the time to read this email. I apologize for its length, but I deeply care for my home, and I'd hate to see it destroyed. Please find it in your heart to say no to this apartment complex.

Sincerely,  
Mohua Chakraborti

33 Wilan Lane  
Albany, New York 12203  
May 6, 2019

Albany County Planning Board  
449 New Salem Road  
Voorheesville, New York 12186

Re: Rapp Road Apartments application

Dear Planning Board Members:

As a resident of the nearby Wilan Lane neighborhood in the City of Albany, it is my opinion that despite the applicant's assertions, the Rapp Road Project is not compatible with the goals and objectives of Guilderland's Transit Oriented Development District (TOD). The proposed site plan is not in compliance with Town Code Section 280-53(A) as the project adversely impacts the adjacent land uses. The purpose of the TOD as stated in Section 280-18.1(A) of the code is:

"The Transit-Oriented Development (TOD) District is designed to implement the recommendations of the Westmere Corridor Study (study) by using an overlay district to support and incentivize development that adequately protects nearby residential neighborhoods and utilizes resources within and near the TOD's boundary, including regional shopping, entertainment, and employment centers, a robust transit service with high ridership and proposed enhancements, direct vehicle access to the interstate highway system, and a nearby local business community. The TOD District encourages more compact development, traffic-calming measures, better access management, improving the environment for non-automobile-oriented modes of transportation, reducing the number of required parking spaces, supporting mixed-use buildings and pedestrian linkages, and focusing intense development away from existing residential neighborhoods."

The proposed density and scale are out of character of the surrounding residential neighborhoods, inconsistent with the character, scale and density of similar uses in the surrounding area and it does not minimize impacts to adjacent properties. The recently opened five story hotel is not located near a residential neighborhood unlike this proposal; the other nearby hotel is also not near a residential neighborhood. Instead of focusing intense development away from existing residential neighborhoods, the proposed project places intense development on top of existing residential neighborhoods.

Despite the guidance in Section 280-53(H), the current proposal does not include highway improvements; in fact, the proposal increases traffic on Western Avenue and does not maintain levels of service at area intersections as it eliminates one of them. By closing the right hand turn from Gipp Road onto Rapp Road, the current level of service is not maintained. The current access to Western relieves the Rapp Road traffic. By eliminating the right turn from Gipp Road onto Rapp Road for the benefit of the project, both Rapp Road and Western Avenue will be burdened by the traffic that was formerly able to use the Ring Road contradicting the TOD goal of relieving Western Avenue pressures. The proposed TOD will ironically eliminate current direct vehicle access to the interstate for the existing neighborhoods. Is it the town's intent to encourage access for a certain group at the expense of existing users? Existing neighborhoods will be isolated at the expense of this proposed project.

The solution is to relocate the project by shifting the development closer to the mall and the current CDTA bus stop and re-routing Gipp Road at the rear of the project. A land swap would be required by abandoning a portion of the current Gipp Road alignment for a portion of the developer's parcel. A nearby example is the re-routing of Washington Avenue Extension near Fuller Road. There are

two very underutilized parcels already directly on the Ring Road: the parking lot used as a charter bus stop and the lot used to stage snow removal equipment. These two lots are also adjacent to a major destination that attracts a large volume of people and are even more conveniently proximate to the already existing busy CDTA stop.

As per Section 280-18.1 G (1)(a):

“The use of access management, traffic-calming, pedestrian, bicycle and transit improvements in design and layout is encouraged. The TOD District's features are central to successful development, including underutilized land adjacent to major destinations that attract high volumes of people (such as shopping, entertainment and employment centers within close proximity to one another) which can support high ridership transit stops.”

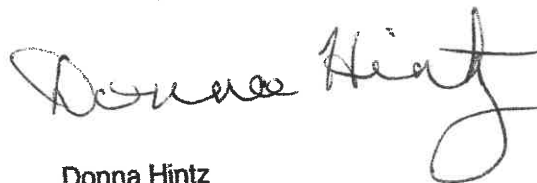
It is feasible to immediately direct traffic to the Ring Road thereby internalizing circulation and relieving traffic pressures on Western Avenue as noted in Section 280-18.1 G (1)(b). The compact development form with enhanced pedestrian, bicycle and transit presence encouraged in Section 280-18.1 G (1)(c) would be realized as the project would be closer to the mall and the existing bus stop. The parcels are underutilized and directly on the Ring Road thereby meeting the considerations in Section 280-18.1 G (1) (d) for new street connections and extensions.

Additional benefits of relocation are as follows:

- Existing neighborhoods' current access remains intact.
- Increased convenient proximity to CDTA's existing busiest regional transit facility is realized. CDTA could save by upgrading the current transit stop instead of building another bus stop.
- Pedestrians and bicyclists would be shielded from Rapp Road traffic as Rapp Road would be to rear of the project.
- A more efficient connection to the mall and the transit stop would be provided for pedestrians and cyclists.
- There would be even more convenient proximity to the TOD's unique facilities as it would be closer to the mall, transit stop and the hotel.
- It would result in an even more compact development form as it would be closer to and more directly linked to the mall and existing CDTA stop.
- Lighting intrusion would be less of concern as the new location would be part of the currently lit mall.
- There would be less impacts to residential neighbors from noise, glare, unsightliness and other objectionable features.
- There would be greater respect for and buffering of the existing residential neighborhoods. The existing berm on the westerly edge of the property could remain in place with the re-routed Gipp Road running nearby.
- The two proposed driveways would remain for the relocated project, but would instead intersect with the Ring Road for its primary access points which would also eliminate the need for the road between the development and the Ring Road on Rapp Road at the site of the current pedestrian access point. Making the ingress/egress points directing onto the Ring Road greatly enhances the preferred TOD internal circulation and more importantly relieves pressure on Western Avenue and Rapp Road; it would most likely increase the project traffic's use of the Ring Road.

Being a good neighbor sometimes involves compromise. For the proposed project to be a good neighbor, the density should be reduced, the project should be relocated closer to the mall by re-routing Gipp Road and renamed the Ring Road Development Project. The relocated project adequately protects nearby residential neighborhoods and focuses intense development away from existing residential neighborhoods by utilizing nearby shopping and entertainment resources as required for a TOD.

Sincerely,

A handwritten signature in cursive script that reads "Donna Hintz". The signature is fluid and somewhat stylized, with a large loop at the end of the last name.

Donna Hintz

cc: Guilderland Planning Board  
Guilderland Town Hall  
P.O. Box 339  
Guilderland, New York 12084

July 4, 2019

Town of Guilderland Planning Board Members

Mr. Ken Kovalchik, Town of Guilderland Planner

Guilderland Town Hall

Guilderland New York 12084

Dear Planning Board Members,

Since December 2018 my neighbors and I have been meeting and discussing the Rapp Road apartment Complex. We have had several meetings with James Soos of the Pyramid Corporation to discuss our concerns and recommendations. Over this time period we have also met with neighbors on Westmere Terrace, Gipp Rd and Albany residents on Wilan Lane, Pine Lane and the Rapp Road Historical District. We have seen several iterations of the project and road proposals. I have sent a few letters and emails to you all during this period citing our concerns and whether we were in favor or against certain proposals.

The purpose of this letter is to explain our current position regarding the project and site plan before you. We like the rest of the community would like the land to stay wild like it was since we built our houses back in 1984. We have known that there was always a possibility but had hoped all building would be directed to Western Avenue side of the Mall Rd. We understand with the change in zoning building can be done on this site. We would prefer for it not to be built.

Here is where the Paden Circle Residents stand on this project

1. The forever wild berm behind Paden Circle have the wild vegetation cleaned up and a staggered row of 12 to 15 ft. Evergreens planted along the top of the berm to block our view of the apartment buildings thus enhancing our viewshed. Additionally, so that it will provide added noise, light and air pollution mitigation.
2. Replacing the existing fence along the base of the Paden Circle berm that has fallen into disrepair. It should match the fences that will be erected along the Westmere Terrace side of the property thus match in like and kind.
3. We support the Westmere Terrace residents and the modifications they have requested of and Pyramid has agreed to.
4. Support reducing the lighting to 12 feet to reduce light pollution.
5. We do not support closing off Gipp Rd access to and/or from Western Ave along Rapp Rd. This restriction would directly affect emergency services, increasing response times, access to Paden Circle and Gipp Rd area residents.

6. We do not support parking of any kind along Rapp Rd.
7. We have concerns regarding the connector road from the Rapp Rd apartments. We feel that Rapp Rd should not have stop signs along it from the Gipp Rd intersection to Western Ave. It will create confusion and restrict traffic flow causing possible accidents. The connector road should be treated like a side road and thus stop signs on it only. Possibly only right turns onto Rapp Rd.
8. We support a connecting sidewalk from Gipp Rd along Rapp Rd providing safe walking access to Western Ave and the Mall Rd.
9. We join in the request to have a new traffic study done to review the traffic around the Gipp Rd and Rapp Rd area to see if there are additional mitigation measures that could be implemented.
10. We support sidewalk access to the Mall and the small "peanut" parking lot along the side of Rapp Rd across from the Rapp Rd Apartments.

In summary we do not really want the project to be built but if it is approved, we want these concerns to be included.

Sincerely,

A handwritten signature in cursive script that reads "Sharon Cupoli". The signature is written in black ink and is positioned above the printed name.

Sharon Cupoli

5 Paden Circle

Cc: James Soos

Ken and Marilyn Schultz

Mary Dewey





# Preservation League of NYS

January 2, 2019

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Stephen Feeney, Chair  
Guilderland Town Planning Board  
Guilderland Town Hall  
P.O. Box 339  
Guilderland, NY 12084

Re: Rapp Road Town Homes/Apartments

Dear Mr. Feeney,

I write on behalf of the Preservation League of New York State to express our concern about the Rapp Road Town Homes/Apartments development proposal in the Town of Guilderland, adjacent to Crossgates Mall and the municipal line of the City of Albany. The Preservation League is New York State's full service, statewide historic preservation not-for-profit. We lead advocacy, economic development and educational programs in all sixty-two counties of New York. We champion the essential role of preservation in community revitalization, sustainable economic growth, and the protection of our historic buildings and landscapes.

In 2016, the Preservation League listed the Rapp Road Community Historic District on our *Seven to Save* list. *Seven to Save* is an advocacy program that seeks to bring attention to endangered or threatened historic resources in New York State. The Rapp Road Community Historic District is one of the most significant historic sites of the early 20<sup>th</sup> century for its association with the Great Migration movement. Rapp Road is imperative to New York State history and holds national significance. The modest homes in the historic district are physical reminders of the story of 5 million African Americans who risked their lives to leave the Jim Crow laws of the South in search of a better life. Rapp Road represents freedom, equality and deeply significant family history that is still widely celebrated by people across the United States today. The district is constantly at risk because of its precarious position adjacent to major highways and commercial development. The once rural Pine Bush area that attracted the southern families to the north to build a new life for themselves continues to rapidly change day by day.

Our concerns about the new development project just west and south of the historic district lie in its exorbitant size and proximity to the existing roadways and structures in the area. While the developer appears to comply with all required regulatory procedures, the traffic study submitted fails to closely examine the traffic impacts on the surrounding area at times of day other than "peak" working weekday hours, on weekends, or in varied seasons (ex., holiday shopping or at times of large-scale events nearby). The Rapp Road Historic District is a quiet, residential neighborhood that already feels the weight and impact of heavy area traffic. Cars utilize the historic streetscape to quickly travel from Route 20 to Washington Avenue extension. Stop signs are often ignored or misused. The neighborhood historically has no sidewalks, therefore making it even more dangerous for neighbors to use the busy street for walking, or for children to

play in the area. The district is so close to Crossgates Mall and Crossgates Commons that there is very little indication left that this was once a rural, quiet area characterized by modest shotgun-style homes and open farmland.

We feel that the proposed development plan of 222 new units, divided into five separate buildings that are two and five stories each is simply too much for this historic area to support. With 222 new units comes a great number of automobiles that will utilize the entirety of Rapp Road to enter and exit the area each day. The existing traffic problems will worsen along with the pressure brought by the additional 4300 square feet of commercial space. As preservationists, we are sensitive to the impacts of new development within historic districts as well as directly adjacent to. Part of what makes the Rapp Road Community Historic District special is the quiet sense of the past that can be felt as you explore the historic core. What this community doesn't need is more disruption from the outside than it already must support and withstand.

We urge the Guilderland Town Planning Board to very carefully consider the impacts of this new Rapp Road Town Homes Development proposal on the surrounding area, with special attention paid to the adjacent Rapp Road Community Historic District. So much of the important character surrounding this district has already been lost, and more development encroaching closer to its boundaries only threatens to negatively change it more. Once historic resources are compromised, there is little physical evidence left that tells the stories of the past. Please consider relocating this development or asking the applicant to change the proposal in a way that is truly sensitive to the importance of the surrounding lands.

If you have any questions about this letter or the Preservation League's advocacy work, please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, reading "Jay DiLorenzo". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Jay DiLorenzo  
President