

Ed & Jane Downey
6202 Foundry Rd
Guilderland, NY 12084
January 7, 2025

Town of Guilderland
Supervisor Peter Barber

Town Board Members
Christine Napierski
Jake Crawford
Amanda Beedle
Gustavo Santos

Re: Foundry Village and Traffic Impact on Foundry Road and Nott Road

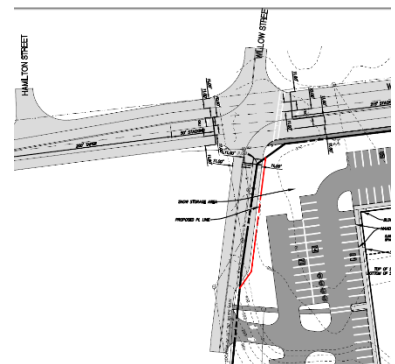
Dear Supervisor Barber and Town Board Members:

Jane and I are writing to provide input for your consideration on the pending vote on allowing the Foundry Village Project to proceed as a Planned Unit Development.

We have lived on Foundry Rd for almost 40 years and have raised our two sons here and who are both Guilderland residents. Ryan also lives on Foundry Rd and has property abutting the planned development.

The main concern Jane and I have regarding the proposed development is the greatly increased traffic impact it will have on Foundry Rd and Nott Rd. This is because the current proposal shows a right turn in and right turn out of the development approximately 150 feet from the intersection of Rt 20/Western Ave and Foundry Rd. We adamantly oppose this entry and exit onto Foundry Rd.

Traffic studies clearly show that the Rt 20/Foundry intersection has almost 2.4 times more accidents than comparable intersections. In engineering traffic studies that is a huge red flag. The Foundry roadway from the intersection to the sharp turn over the narrow bridge over the Hungerkill is a steep gradient. The exit out of the development is also an extremely steep gradient. Cars are constantly backed up on this steep roadway on even regular traffic days. However, in better weather the sporting activities at Nott Road athletic fields make Foundry Rd heavily used and



the intersection extremely backed up. During the school year, buses constantly travel Nott and Foundry and are back up at the intersection blocking this proposed entry/exit.

Further, Foundry Rd and Nott Rds are heavily used by commuters looking to avoid the Rt 20 / Rt 155 main intersection. We believe that allowing the development traffic to exit onto or enter via Foundry Rd will drastically increase traffic. If you haven't driven on Foundry and Nott Rds, I encourage you to do so. Neither road has sidewalks or curbs. Both are tight road surface with Foundry Rd having precipitous drop offs at the edges. Both roads have blind rises and sharp blind curves. Walking on either road is an extremely hazardous. Our neighbors closer to the bridge on Foundry Rd have complained to the Guilderland Police about speeding and the GPD have attempted to help on this, but speeding is an ongoing problem on this narrow rural roadway.

Over our 38 years here we have seen cars drive off the sharp curve near our house and into the Hungerkill, or into neighbors yard and into our yard. We used to have a split rail fence in our front yard, but it was taken out by an out of control truck.

In the Winter with snow, the curvature of the road leads to cars catching the edge of the pavement and dropping off into the ditch. Hardly a winter goes by without someone in the ditch near our house. Sometimes in real winter conditions, we can have multiple cars in the ditch; one after another.

In the Spring, with rain and the right conditions, water runoff from the adjacent fields rises and covers Foundry Rd leading to the TOG Highway Department having to block off Foundry near intersection of Nott.

TOG Code section **280-17** Planned Unit Development District, section D states: "A PUD application shall comply with the following requirements... (2) Direct vehiclular access to a county or state highway." The Foundry Village proposal does have direct access to/from Western Ave/Rt 20. However, allowing an entrance/exit on Foundry Rd, flouts the obvious intent of the Section 280-17 D 2 which is to keep the expected increased heavy traffic generated by a PUD off of rural town roads and kept on main highways that are designed and built to handle this traffic volume. I point out for example, that the nearby Fairwood Apartment complex only has egress onto Rt 20. There is no entry / exit via Nott Rd and that is because of the obvious traffic flow that would be dumped onto this rural roadway.

Guilderlland Town Code section **243-32** requires, "approval, in writing, shall be obtained by the owners and/or developers from the Town Superintendent of Highways where proposed

streets or highways intersect Town roads for his permission to connect said streets with such roads.” I appologize if the TOG Highway Superintendent has already given his permission on this connection to Foundry Rd as I did not see it in the material available on line, but I might have missed it. However, I would be truly surprised if such written approval has been already been given given the prevailing condition on Foundry Rd.

As to the overall approval by the Town Board on this proposed PUD development going forward, Jane and I believe the Board will make an informed and considered decision balancing the needs of the Guilderland community as a whole, the property rights of the owner and the concerns of the neighbors who will be directly impacted. Further, clearly, something must be done about the brownfield at this site. Brownfields do not get better with time and their remediation will not become easier or less expensive.

Botton line, there should be no entry or exit to/from Foundry Rd for this planned development.

If you or any member of the Board wish to contact Jane or I for further discussion or clarification on matters put forth here please feel free to do so.

Sincerely,

Ed Downey and Jane Downey

Ed and Jane Downey

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