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Regional Director

February 27, 2026

Kenneth Kovalchik, Town Planner
Town of Guilderland
Department of Planning
5209 Western Turnpike
Guilderland, NY 12084

**Re: Dutch Mill Acres PUD
3633 Carman Road
Schenectady, NY 12303**

Dear Kenneth:

The New York State Department of Transportation has reviewed the SEQR documentation received per the correspondence dated **February 10th, 2026**, and offers the following:

1. The NYSDOT acknowledges the **Guilderland Town Board** will be designated as the Lead Agency for this environmental review. NYSDOT believes we are an **Involved** agency under SEQR.
2. This project proposes to rezone an existing parcel from General Business (GB) to a Planned Unit Development (PUD) and proposes to construct a mixed-use development for housing and commercial uses through the construction of 11 new buildings. The plan includes the construction of 107-unit apartments, with some located in two story townhome style residents and others in mixed-unit 2 story buildings that will contain retail space on the first floor. As identified in the Town Planner memo, a portion of these units will be for workforce housings and offer reduced rents to tenants (pg. 1). Two curb cuts are proposed on Rt 146 (Carman Road) and will be the only egress for the property. Additional amenities/utilities include a community center, activity areas, mail kiosk, community garden, playground, trash collection facilities, and a storage/maintenance facility along with stormwater retention features. Parking will consist of 78 garage spaces and 121 surface parking spaces for residents. Although outside of proposed project parcel area, the applicant also has proposed to install 1775 LF of sidewalk along the SE side of Lone Pine Road, terminating at DiBella Drive, as a potential public benefit as it connects existing neighborhoods.

Although the project is zoned as General Business, the 2003 Fort Hunter/Carman Road Neighborhood Transportation Plan recommends changing to the zoning to create a more pedestrian friendly, neighborhood

scaled area that can also incorporate commercial uses (pgs.8-9). This aligns with the projects proposed zoning change, and town zoning code indicates that this project would fall into the allowed uses of a PUD. According to the Town of Guilderland's Local Code, PUD Districts aim to provide "for flexible land use and design so that small- to large-scale neighborhoods can be developed that incorporate a variety of residential types and nonresidential uses" with focus on connectivity and smart growth principles (Local Law 280-17A). This project, which provides a pedestrian friendly neighborhood with mixed commercial uses, well aligns with PUD zoning uses.

This project also furthers the goals of the Town of Guilderland Comprehensive Plan Update (2025), as well as the zoning code and prior neighborhood plans. For example, the plan includes the goals to "provide a balanced blend of quality housing opportunities" at varying prices and housing types, as well as "Provide safe, convenient, and efficient transportation for people and goods" (pg. 9). This project furthers these goals by providing mixed housing options as well as plans to expand and better connect the existing pedestrian network in the surrounding area. Additionally, the town aims to "consider the development of a new village-like planned community that incorporates a mix of land uses" that allow for "walkability, environmental sustainability, and high quality of life for residents (pg. 54). This project well aligns with this recommendation and achieves many of the desires listed.

3. Although well aligning with the zoning code, development goals, and housing goals for the area, there are potential improvements to the project that can help further multi-modal infrastructure, improve connectivity and safety, and better implement the sustainability and environmental initiatives envisioned for Guilderland. Please see below suggestions for the town's consideration:
 - a) Consider installing internal sidewalk/trail around the proposed development to better connect all buildings to each other and the commercial spaces along Carman Road. This can be accomplished in many ways and better internal circulation will improve connectivity and safety. Alternatively, main connections to the public spaces would be beneficial and encourage active transportation.
 - b) Installation of a pedestrian refuge/path at the mail kiosk, and pedestrian refuge spaces at each waste/trash area. This can be accomplished through hardscape infrastructure such as sidewalk, or striping (as indicated in an earlier site plan).
 - c) Installation of "STOP" signs upon exiting at both the Carman Road access drives to improve safety.

- d) Installation of bike racks at each proposed building. Carman Road is part of State Bike Route 5 and bike racks will encourage both residents and retail users to bike.
 - e) Consider installation of a bike “fix-it” station at the proposed community center or located at a central place near the proposed mixed-use retail buildings.
 - f) Installation of EV charging stations at the retail parking areas. This is well supported in the comprehensive plan (pg. 64) and furthers its goal of reducing GHG emissions and encouraging electric vehicles.
 - g) Consider installation of rooftop solar on the proposed buildings. Implementing rooftop solar, or allowing for solar use in the future, is specifically recommended and envisioned in the comprehensive plan (pg. 64).
 - h) Consider installation of “dark-sky” and energy -efficient pedestrian scale lighting to reduce light pollution and support the town’s energy and sustainability goals (pg. 64).
4. The NYSDOT received a Lead Agency Request, Full EAF, PB sketch report, Traffic Impact Evaluation, sketch & site plans, Zoning Change Application, project narrative, and a memo from the town planner on February 10th, 2026.
 5. Please note that NYSDOT does not allow new development to directly discharge stormwater into the highway stormwater management system.
 6. A NYSDOT Highway Work Permit (PERM 33-com) will be necessary for any work within the State right-of-way along Route 146.
 7. In anticipation of the Highway Work Permit, a Traffic Impact Study may be required.
 8. A PERM 32 NYSDOT permit application will be required for any utility work in the NYSDOT right-of-way. Please submit documentation the Town will take ownership of any proposed utilities in NYSDOT right-of-way.

If you have any questions pertaining to the Utility Permit process or requirements, please contact Matt Haggerty at Matt.Haggerty@dot.ny.gov or (518) 461-3669. For questions about the Highway Work Permit process and requirements, contact Wyatt Martin, Regional Permit Engineer (Wyatt.Martin@dot.ny.gov or 518-457-4745).

Sincerely,



Greg Wichser, P.E.
Regional Program and Planning Manager

cc: Wyatt Martin, Region 1 Traffic
Matt Haggerty, Region 1 Construction
Chad Corbett, Resident Engineer, Albany County
Brian Sleasman, Region 1 Design