

RESPONSES TO CITY OF ALBANY LETTER

1. Comments concerning procedural process and substance of Transit Oriented District

The City's letter appears to call into question the judgment of the Guilderland Town Board in the adoption of the TOD. We have no comment on the City's position, other than to point out that:

The TOD concept originally was examined and included in the Westmere Corridor Study which underwent an approximately two-year review process, including two public hearings, in cooperation with the CDTC, and was adopted in December 2016 by the Town Board.

In July 2018, the Town Board adopted legislation to approve the TOD overlay district, specifically finding that the TOD is based on, and consistent with, the Westmere Corridor Study.

The Town engaged the City during both processes, but the City never responded or participated in the review process.

2. Comments regarding SEQRA Segmentation

There is no segmentation because potential future development of the entire site was evaluated in the EAF and expert reports contained in the Planning Board's record.

The EAF narrative notes that:

- The ±1.9 acres "Potential Future Development Area" will remain undeveloped after completion of the Project.
- The applicant has represented that there are no plans for development of this property at this time.
- The nature and timing of development of the Potential Future Development Area is dependent upon future market and economic conditions. Any realistic evaluation of such considerations is not possible at the present time and is not required for the SEQRA review of the proposed action.

However, the EAF evaluated the Potential Development Area regarding potential impacts concerning: Land Use and Zoning; Transportation Systems; Wildlife; Cultural Resources and Existing berms and buffers

Therefore, even considering the impacts associated with development of the Potential Future Development Area together with the proposed action, no adverse environmental impacts would be anticipated and there is no segmentation.

3. Comment regarding existing traffic and impact on upper Rapp Road in the City of Albany

- Traffic concerns expressed by upper Rapp Road residents deal with existing traffic conditions in the area, which is separate from the minor new anticipated traffic trips by the Project.
- Traffic Impact Study anticipates only 21 to 25 new trips in the AM and PM peak hours on upper Rapp Road. This equates to one additional vehicle every 2.4 to 3.0 minutes.
- Traffic Impact Study found such new vehicle trips to have no potential significant adverse impact on traffic conditions in the area.
- In response to concerns raised by the residents in the City of Albany, the applicant examined an alternative traffic scenario where traffic would be prohibited from traveling north to upper Rapp Road. This would reduce traffic on upper Rapp Road, but cause additional burdens on the Town residents and the traveling public in general.