

**N. BILL HERMAN**

The following comments are taken from a telephone communication received by Mary Burke. A copy of this communication is provided in Appendix 1.

**1. Comment:**

*We need to look at the background impact of the anticipated development in the Study Area. How does new development in this area impact other areas within the Town. Increasing capacity problems throughout the Town as a result of new development in this area. What is the cost to the Town?*

**Response:**

In evaluating the need for improvement to the municipal infrastructure, potential impacts to other areas within the Town were considered. For example, proposed improvements to the Mohawk-View Filtration Plant will accommodate growth within the Study Area and the entire Town. The cost of these improvements, however, is apportioned to the Study Area so that development within the Study Area contributes an equitable share of the costs. Similarly, traffic analysis evaluated traffic impacts on roadways immediately adjacent to the Study Area within the Town of Colonie and adjacent municipalities.

It should be noted, however, that growth in the Study Area may impact the infrastructure in other areas of the Town of Colonie and other municipalities. While these impacts are difficult to quantify, it is reasonable to assume, if a business relocates to the Study Area, its employees and customers may travel from other municipalities and other areas of the Town of Colonie to the Study Area. Consequently, by traveling through the Town of Colonie, they may effect the municipal infrastructure because they are a new user. The infrastructure improvements and mitigation costs proposed in the Study Area, as well as those proposed in other GEIS's in the Town of Colonie, however, have been designed to mitigate the effect these visitors to the Town of Colonie would have.

Page II-109 of the DGEIS states that municipal costs associated with the Project Growth Development Scenario are projected to be \$546,605 annually, by the end of the planning period. Revenues are projected to be \$1,254,995 annually, at the end of the planning period, resulting in an annual net fiscal impact of \$708,390. It should be noted, however, this analysis does not take into consideration the impact the development within the Study Area could have on other areas of the Town (i.e., police and fire protection, transportation and other municipal services). Therefore, realistically, the Town of Colonie can expect the net fiscal gain attributed to the Study Area to be offset by these impacts.

2. **Comment:**

*If you live in Loudonville and you have to travel to work in the Pine Bush what impact does that have on the transportation system in areas that you drive through outside of the study area. Do these impacts get mitigated and if so how?*

**Response:**

The traffic analysis conducted for the DGEIS (p.II-72) utilized the Capital District Transportation Committee's Systematic Traffic Evaluation and Planning (STEP) model, that generated peak hour traffic forecasts for highway facilities in the Capital District. Based on the model, it was determined that 70 percent of the projected traffic increase over the 20 year planning period is a result of potential development in the Study Area. The remaining 30 percent is attributable to normal background growth. Both traffic generated within the Study Area and background growth traffic were considered in developing traffic improvements. Therefore, impacts attributed to both types of traffic will be mitigated by the propose improvements. For additional discussion, refer to the response to comment N.1.

3. **Comment:**

*Look at other alternatives with regard to the proposed truck access road. Can it parallel the tracks? What options exist for the location of the access on Albany Street?*

**Response:**

Refer to the response to Comment L.1.