

FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

F.G.E.I.S.

**AIRPORT AREA
COLONIE, NEW YORK**

FEBRUARY 1991

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DISTRIBUTION OF DGEIS AND NOTICE OF COMPLETION

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ACKNOWLEDGEMENTS

The following are gratefully acknowledged for their input which has been included in the Draft Generic Environmental Impact Statement (DGEIS) for the Albany Airport Area in the Town of Colonie:

Town of Colonie Town Board

Albany County Executive's Office

Village of Colonie Village Board

Town of Colonie Planning Board

Town of Colonie Engineering & Planning Services Department

Town of Colonie Historian

Town of Colonie Assessors Office

Town of Colonie Recreation and Parks Department

Town of Colonie Community Center

Latham Water District

Town of Colonie Pure Waters Department

North Colonie Central School District

North Colonie Volunteer Emergency Relief Squad

Town of Colonie Police Department

Latham Fire District

Albany County Department of Public Works

Albany County Sewer District

Niagara Mohawk Power Corporation

New York Telephone Company

Capital District Regional Planning Commission

Village of Colonie Clerk's Office

Albany County Planning Department

U.S. Army Corps of Engineers

Town of Colonie Zoning Board of Appeals

ACKNOWLEDGEMENTS - CONTINUED

Town of Colonie Sign Review Board
Village of Colonie Planning Commission
Village of Colonie Zoning Board of Appeals
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Niskayuna School District
Capital District Transportation Authority
New York Army National Guard
Capital District Transportation Committee
Center for Economic Growth
Shaker Heritage Society
New York Telephone
Federal Aviation Administration
Property Owners Within the Study Area
Midway Fire District
Village of Colonie Fire District
Shaker Ridge Fire District
Fuller Road Fire District

NOTES TO THE READER

According to 6 NYCRR Part 617.14(i) of SEQR, a final generic environmental impact statement (GEIS) must consist of a draft GEIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source; and the lead agency's responses to all substantive comments. During the public comment period established for this Draft GEIS, a number of individuals, groups, and agencies submitted written comments and/or presented oral remarks at the public information meeting held on October 2, 1990. These comments were taken into consideration during the preparation of this Final GEIS.

The Draft GEIS has been directly incorporated into this Final GEIS. In addition, this Final GEIS includes copies of all written comments which were received during the public comment period and a copy of the stenographic record from the public information meeting. The Final GEIS addresses the above comments either through changes to the Draft GEIS or through further discussion as provided in Appendix 14.

If the reader of this document is not familiar with the Draft GEIS, it is recommended that one initially review the Executive Summary and then refer to other sections of the document as desired. If the reviewer is already familiar with the Draft GEIS, one should refer directly to Appendix 13. This appendix includes the stenographic record from the public information meeting and all written comments received by the lead agency during the public comment period. In the margins of the stenographic record and the correspondence, the reader is referred to a specific section(s) of this document or to the appropriate response(s) included in Appendix 14.

Finally, it should be noted that the term "Target Growth Development Scenario" which appeared in the DGEIS has been changed in this FGEIS to the term

"Cumulative Growth Scenario." It was felt that the former term was misunderstood by many citizens and; therefore, the name has been changed to avoid any further confusion. This change is in name only and the level of development evaluated in this scenario remains unchanged.

EXECUTIVE SUMMARY

The Study Area covered in this report, encompasses approximately 8500 acres surrounding the Albany County Airport. The area is bounded on the north by the Mohawk River; on the west by New Karner Road (County Route 157) and Denison Road; on the south by the municipal boundaries of the Village and Town of Colonie, Sand Creek Road, I-87 and Central Avenue; and on the east by Wertman Lane, Albany Shaker Road (County Route 151), I-87, and Forts Ferry Road (Exhibit I-A-1). Over the past 10 years this area which includes portions of the Village and Town of Colonie as well as substantial amounts of land owned by Albany County, has experienced significant growth and pressure for development.

A cooperative effort between the Village and Town of Colonie and Albany County to conduct a comprehensive land use analysis of future growth and associated impacts was initiated. It was mutually agreed to by the involved municipalities that the most responsible approach to address development in the Study Area was through the preparation of a Generic Environmental Impact Statement (GEIS) pursuant to State Environmental Quality Review (SEQR) (6NYCRR 617). A GEIS provides for the cumulative analysis of the numerous development projects currently before the municipalities within the Study Area. It also allows for the analysis of the remaining undeveloped lands within the Study Area based upon reasonable growth trends. With this information the cumulative impacts and associated mitigation on the local infrastructure, natural resources and community services can be thoroughly addressed.

In addition, the GEIS also provides a mechanism for determining and assigning the costs for needed improvements, on an equitable basis, to current and future projects proposed within the Study Area. Most importantly it addresses long term planning issues by identifying the capital improvements that are necessary to minimize the impacts associated with development.

Before formal preparation of the GEIS was initiated, the Town of Colonie Planning Board, as Lead Agency, conducted 3 separate scoping sessions which included all interested and involved agencies as well as the general public. The initial scoping session held on November 2, 1989, included Town, Village and County officials. A second scoping session was held on November 9, 1989 and all involved agencies were invited to participate. Finally, a formal public scoping session was held on December 12, 1989 providing the general public with an opportunity to comment on a draft scoping document, which was circulated at this meeting. Through this process, the Town Planning Board progressively presented the scoping process in an effort to assure maximum public input, and to allow for identification of relevant issues which should be addressed in the DGEIS. A final written scoping document was then prepared and used as the basis for the preparation of the DGEIS.

The planning period agreed to by the involved municipalities was 1990 thru 2005. It was concluded that a 15 year planning period was a reasonable time frame to achieve substantial build out within the Study Area. This planning period and level of potential development was based upon the following specific quantitative factors:

- At the time the DGEIS was initiated, the Village and Town of Colonie Planning Boards had over 60 individual development projects in various stages of review, which included 838 proposed single family housing units, and 2,327,370 square feet of commercial/office space.
- A series of meetings held in January, 1990 with developers and landowners in the Study Area identified an additional 1,870,888 square feet of commercial/office space that had development potential during the next 5 years.

- Over 3,320 acres or 39% of the Study Area is currently undeveloped.
- Transportation studies prepared by the Capital District Transportation Committee (CDTC) for the Wolf Road Corridor and Albany County Airport area identified significant existing deficiencies and recommended improvements.
- Enplanements at Albany County Airport were projected to more than double by the end of the planning period (2005).

These factors, along with projected background growth over the 15 year planning period, provided sound justification that the Study Area will continue to experience significant growth.

The development potential of land within the Study Area was initially evaluated based on what is termed in this DGEIS as the "High-Growth Future Development Scenario". This development scenario assumed that land within the Study Area would continue to develop at a high rate of growth through the year 2005. At the outset it was assumed that certain lands would remain undeveloped. These included all New York State Department of Environmental Conservation (NYSDEC) regulated wetlands, existing public and private lands used for recreational purposes (such as Shaker Ridge Country Club), several active farms, cemeteries and the Ann Lee Pond Nature and Historic Preserve.

The first step in the analysis of the High Growth Future Development Scenario included the collection of data on various development proposals under consideration by the Planning Boards in the Village and Town of Colonie. The second step included the analysis of information contained in the Wolf Road and Albany County Airport Area Traffic Assessment Studies prepared by the CDTC. CDTC evaluated what was termed: a low growth, target growth, and high growth land use future for a planning period ending in 2005. Finally, input was obtained from area real estate developers, builders and property owners controlling land of 5 acres or more to assess potential development trends in the Study Area through the year

2005. For the purpose of this DGEIS, the high growth land use as proposed by CDTC was merged with information collected on current and projected development proposals to develop the High Growth Future Development Scenario analysis utilized in the DGEIS.

The table below summarizes the type and magnitude of projected new development under the High Growth Future Development Scenario:

**HIGH GROWTH FUTURE
PROJECTED NEW DEVELOPMENT THROUGH THE YEAR 2005**

Total Housing Units	2,080 dwellings
Office Development	8,611,562 square feet
Retail Development	1,212,052 square feet
Warehouse Development	1,784,066 square feet
Industrial Park Space	938,000 square feet
Manufacturing	190,100 square feet
Total Commercial Development	12,735,780 square feet

The more detailed discussion of this analysis can be found in Section III- Alternatives of the DGEIS.

As noted in the Alternatives section of the DGEIS, under the High Growth Future Development Scenario there would be a 67% (5,345 persons) increase in the Study Area population. This population increase would include an additional 1,331 school age children (grades K-12); a 68% increase when compared to 1989 figures. There would also be a loss of over 1,280 acres (39%) of active agricultural and lands within the Study Area.

Under the High Growth Future Development Scenario, commercial and residential developments would be constructed within the boundary of the Watervliet-Shaker Historic District, particularly within the South Family Drive area. This would significantly impact the implementation of the proposed greenbelt area between Ann Lee and Stump Ponds, as recommended in the Town of Colonie Land

Use Management Advisory Committee (LUMAC) Report of 1988, and would compromise the historic setting of the Watervliet-Shaker Historic District. As proposed in the High Growth Future Development Scenario, no realistic mitigation measures were available to significantly reduce impacts to open space, historic and archaeological resources from projected development.

There would also be severe impacts to the existing transportation network in the Study Area under the High Growth Future Development Scenario. A detailed analysis of future traffic conditions was undertaken based on the land use characteristics of the High Growth Future Development Scenario. This analysis determined that there would be a 150% increase in traffic volumes over existing conditions to a maximum of 53,200 peak hour vehicles by the year 2005. The largest percent increase in traffic in the Study Area would be located on Albany-Shaker Road. The segment of this roadway between Ann Lee Pond and the north Airport Access Road would experience a 500% increase in daily traffic volume. Other roadways which would experience significant increase in traffic include; Watervliet-Shaker Road (450%), Albany-Shaker Road between Wolf Road and the airport (360%), Old Wolf Road (350%), and Wade Road (240%).

In order to accommodate traffic projected under the High Growth Future Development Scenario, the major transportation routes within the Study Area would require significant improvements. The total cost of all transportation related improvements were conservatively estimated at \$190 million. On a regional scale, a new north-south arterial would be required along with a new Mohawk River bridge crossing to serve populations traveling between Albany and Saratoga Counties. The regional widening (beyond the Study Area limits) of State Routes 5 and 7 between Albany-Schenectady and Troy-Schenectady, respectively, would also be required. When combined with the necessary acquisition of large tracts of property and existing commercial and residential structures for required right-of-way, it was

determined that the High Growth Future Development Scenario would have a devastating economic and environmental impact on the Village and Town of Colonie, Albany County, property owners and areas adjacent to the Study Area. Most importantly it was determined that the mitigation measures necessary to lessen the impacts associated with the High Growth Future Development Scenario were unrealistic and unattainable from an economic and environmental standpoint.

The findings of this High Growth Future Development Scenario were presented to officials of the Village and Town of Colonie and Albany County and it was determined that this development scenario was not an acceptable alternative for the Study Area based on the magnitude of the identified impacts and the environmental costs for mitigating these impacts. Therefore, an alternative level of development involving reduced levels of residential and commercial activity was evaluated.

A second land use scenario known as the "Cumulative Growth" Development Scenario was developed in a manner similar to the first analysis. Data on development projects under review by the Village and Town Planning Boards was still included. Input originally obtained from area developers, builders and property owners was still considered relevant, however projects which appeared to be of a highly speculative nature were not included in the alternative development scenario. In addition, only development included in the CDTC target growth future for the Wolf Road and Albany County Airport Area Traffic Assessment Studies was considered in the analysis.

As a result of the above, a major reduction in the projected level of residential and commercial development in the Study Area was realized. The table below summarizes the type and magnitude of development which could be anticipated in the Cumulative Growth Development Scenario:

**CUMULATIVE GROWTH DEVELOPMENT
PROJECTED NEW DEVELOPMENT THROUGH THE YEAR 2005**

Total Housing Units	1,583 dwellings
Office Development	4,836,802 square feet
Retail Development	726,806 square feet
Warehouse Development	1,094,966 square feet
Industrial Park Space	600,000 square feet
Manufacturing	130,100 square feet
Total Commercial Development	7,388,674 square feet

The impacts and mitigation measures discussed in Sections I and II of the DGEIS were based on the Cumulative Growth Development Scenario. A more detailed discussion of how this Cumulative Growth Development Scenario was developed can be found in the DGEIS Section II.B. - Land Use and Zoning.

In general it was determined that there would be a 51% (4,068 persons) increase in the Study Area population under the Cumulative Growth Development Scenario. This population increase would include an additional 946 school age children (grades K-12), a 48% increase compared to 1989 figures. There would also be a loss of over 1,130 acres (34%) of active agricultural and vacant lands in the Study Area.

Under the Cumulative Growth Development Scenario there would still be some commercial and residential development within the Watervliet-Shaker Historic District, although this development would not be as intense as projected in the High Growth Future Development Scenario. Various mitigation measures were identified to lessen potential impacts on the Watervliet-Shaker Historic District. However, there would still be some loss of historic setting and the impacts on historic and archaeological resources would not be entirely mitigated.

Moderately severe impacts to the existing transportation network in the Study Area would be experienced under the Cumulative Growth Development Scenario. A detailed analysis of future traffic conditions identified that there would be a

100% increase in traffic volumes over 1989 conditions to a maximum of 41,800 peak hour vehicles by the year 2005. For example, the segment of Albany-Shaker Road between Ann Lee Pond and the north Airport Access Road would experience a 350% increase in daily traffic volume by 2005. Increases in daily traffic volumes on other roadways include: Watervliet-Shaker Road (250%), Albany-Shaker Road between Wolf Road and the airport (320%), Old Wolf Road (240%), and Wade Road (330%).

To accommodate the anticipated traffic volumes under the Cumulative Growth Development Scenario, substantial roadway improvements within the Study Area would be required. Major improvements identified included the following:

- o Construction of a new Exit 3 interchange on I-87;
- o New north-south arterial between I-87 and Route 7;
- o Widening of New Karner and Watervliet-Shaker Roads to 4 lanes;
- o Widening of Albany-Shaker Road to 4 lanes from Watervliet-Shaker Road to Route 7;
- o Widening of Route 7 to 6 lanes;
- o Construction of service roads in Wolf Road area as recommended by CDTC;
- o Realignment of North Wade Road; and
- o Realignment of Maxwell Road.

It was recognized, that a new north-south arterial, similar to what was identified in previous CDTC studies, would be required as part of the overall improvement package in order to accommodate anticipated traffic volumes. Based on the potential impacts of a new north-south arterial on the Watervliet-Shaker Historic District and regulated wetlands surrounding the Ann Lee Pond area, 2 separate roadway alignments options were developed.

Option 1 identified a new north-south arterial in which the alignment would begin with a full diamond at the proposed I-87, Exit 3 interchange. It would continue north through the regulated wetlands and the center of the Watervliet-Shaker Historic District terminating at Route 7. The new north-south arterial would provide connections to Watervliet-Shaker Road, the north Airport Access Road and British American Boulevard. (Exhibit II-H-7)

Option 2 identified a new north-south arterial which would avoid the regulated wetlands and the Watervliet-Shaker Historic District. The proposed I-87, Exit 3 interchange would be scaled down to include only a partial diamond allowing northbound on and off movements only. (Exhibit II-H-8)

The major component of Option 2 would involve the construction of a tunnel under the Albany County Airport north-south runway to reconnect the east and west segments of Watervliet-Shaker Road. By providing this connection, traffic generated by anticipated development west of Albany-Shaker Road would have a direct route to I-87, Exit 5. This would eliminate the need for the north-south connector road which would traverse existing regulated wetlands and much of the existing Watervliet-Shaker Historic District. However, the segment of the proposed north-south connector road between Watervliet-Shaker Road and Route 7 would have the same alignment as outlined in Option 1.

The estimated construction costs including Right of Way (R.O.W.) acquisition for the measures required to address projected highway deficiencies as presented in Option 1 are \$95,482,000 (in 1990 dollars). Under Option 2, due to increased R.O.W. acquisition and construction costs related to reconnecting Watervliet-Shaker Road, the construction costs were estimated at \$124,521,000 (in 1990 dollars).

In addition to the evaluation of impacts associated with the Cumulative Growth Development Scenario, other alternatives are discussed in Section III of the DGEIS. These include the evaluation of the High Growth Future Development Scenario, as previously discussed, the no growth alternative, and the no action alternative. Methods to control or limit growth in the Study Area during the 15 year planning period are also detailed in this section.

Section III also addresses the various levels of governmental agencies which have review authority over projects within the Study Area. Potential conflicts between the permitting procedures of the local, state and federal governmental agencies were studied. Possible methods to develop uniform standards for such permit procedures were also identified.

Section III of the FGEIS also discusses potential alternatives with regard to the 2 roadway alignment options which were developed in this study. It is recognized that various adjustments can be made with respect to the proposed roadway improvements. Modifications to both options may be considered which might strike a better balance between competing environmental and socio-economic factors.

Finally, it was recognized that facilities within the Study Area serve both regional as well as local needs. This is particularly true of the Albany County Airport. Therefore, the Alternatives section addresses the need to balance both regional as well as local concerns when evaluating the impacts associated with future projected development within the Study Area.

The FGEIS provides the lead agency and involved agencies with a comprehensive environmental analysis of cumulative growth impacts and potential mitigation measures for the Study Area. These agencies will evaluate and determine the most environmentally sound and economically responsible action to manage growth

in this area during the 15-year planning period. At this time no decisions have been made regarding what is an acceptable level of development or what are the appropriate mitigation measures that will be required to manage growth in the Study Area. Ultimately, a Statement of Findings as required by SEQR must be developed by the lead and involved agencies to identify a combination of an acceptable level of development and appropriate mitigation measures.

In conclusion, the FGEIS has been prepared as a long range planning tool for the Village and Town of Colonie, Albany County and other involved and interested agencies for ensuring orderly growth within the Study Area. Implementation of identified mitigation measures will promote a balance between projected development and physical/social environmental impacts.

* * *

To assist the public and involved and interested agencies in their review of this Final Generic Environmental Impact Statement, two documents are presented on the following pages. The first document is a list of frequently used abbreviations and definitions of selected terms which appear regularly in this FGEIS. The second document is a copy of the Final Scoping Document for the DGEIS which was developed after meetings with the public and involved agencies. This document identifies those issues which should be included in this FGEIS. The right margin of this document references the various sections of this FGEIS where the identified issues are discussed.

AIRPORT AREA DGEIS
LIST OF FREQUENTLY USED ABBREVIATIONS AND
DEFINITION OF SELECTED TERMS

AAQS - New York State Ambient Air Quality Standards

ACDPW - Albany County Department of Public Works

ACSD - Albany County Sewer District

ANCLUC - Albany County Airport Noise Control and Land Use Study, submitted December 1981.

CDRPC - Capital District Regional Planning Commission

CDTC - the Capital District Transportation Committee. The CDTC, in cooperation with the New York State Department of Transportation and the Capital District Transportation Authority, is responsible for carrying out the continued, comprehensive, coordinated transportation planning process for the Capital District Region. General studies authored by CDTC were relied upon, in part, for growth projections developed in this DGEIS.

CUMULATIVE GROWTH DEVELOPMENT SCENARIO - the term used to describe the second land use scenario developed for this study for the year 2005. This scenario was developed after the High Growth Future was rejected as unreasonable based on the magnitude of identified impacts. A total of 1,583 dwelling units and 7.4 million square feet of new commercial development is projected under the Target Growth Development Scenario. It is this scenario which is evaluated in Section II of this study.

D.I.P. - Ductile Iron Pipe

DGEIS - Draft Generic Environmental Impact Statement

ENPLANEMENTS - refers to the number of passengers who arrive and depart from Albany County Airport on all commercial airlines who operate from this facility. A passenger who leaves the airport on one flight and returns on another is counted as two enplanements.

EPA - United States Environmental Protection Agency

FAA - Federal Aviation Administration

FHWA - Federal Highway Administration

HIGH GROWTH FUTURE DEVELOPMENT SCENARIO - the term used to describe the initial land use scenario developed for this study for the year 2005. This scenario assumes that land in the Study Area will continue to develop at a high rate of growth. A total of 2,080 housing units and 12.7 million square feet of new commercial development is projected under this land use scenario. (See Section III - Alternatives).

LWD - Town of Colonie Latham Water District

LUMAC - Town of Colonie Land Use Management Advisory Council

NEPA - National Environmental Policy Act

NMPC - Niagara Mohawk Power Corporation

NYSDEC - New York State Department of Environmental Conservation

NYSDOT - New York State Department of Transportation

NYSM - New York State Museum

NYSOPRHP - New York State Office of Parks, Recreation and Historic Preservation

SEQR - New York State Environmental Quality Review

STUDY AREA - the Albany Airport Study Area. This is the $\pm 8,500$ acres of land around Albany Airport which has been evaluated in this Generic Environmental Impact Statement. This study area includes lands within the municipal boundaries of the Town and Village of Colonie along with all lands within Albany County Airport proper.

TSM - Transportation Systems Management

USDA - United States Department of Agriculture

AIRPORT AREA

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

**TABLE OF
CONTENTS
REFERENCE**

I. PROJECT DESCRIPTION AND HISTORY:

A description of the study area boundaries will be included along with a discussion of existing development conditions. The need for the DGEIS will be discussed incorporating the issues raised by the report, Traffic Assessment for the Albany County Airport Area, prepared by the Capital District Transportation Committee (CDTC); the proposed development of the Albany County Airport property, and the increase in residential and commercial development within the study area with their associated impacts. A fifteen (15) year planning period will be used as a basis for the draft GEIS.

See Section I.

II. PHYSICAL ENVIRONMENTAL SETTING AND IMPACT ANALYSIS:

A. Land Use and Zoning:

Existing land use and zoning within the study area will be evaluated including a discussion of lands used for agricultural purposes and those properties owned by Albany County, the Town of Colonie and the Village of Colonie. The zoning changes recommended by LUMAC and the recently updated Albany County Airport Master Plan will also be discussed. The potential sale of the airport will be generally discussed in relation to impacts on land use and zoning issues only.

See Section II.B.

B. Geology, Topography and Soils:

The general geology, topography and soils will be identified and discussed. Analysis of slope stability will be based on review of topographic maps, existing soils information and site visits as required. Areas of severe limitations will be identified. In addition, areas of potential limitations will be identified and specific guidelines for future analyses will be provided.

See Section II.C.

C. Vegetation, Wildlife and Aquatic Ecology:

The New York State Department of Environmental Conservation Wildlife Resource Center, NYSDEC Region 4 Office, New York State Natural Heritage Program, and the Albany County Planning Department will be contacted to identify any endangered, threatened or special concern wildlife species, rare plants, animal or natural community occurrences or other significant habitats within the study area. NYSDEC regulated wetlands will also be identified. Potential impacts and mitigation measures associated with projected development will be discussed. A general discussion of vegetative types and potential wildlife which may inhabit the study area will also be included.

See Section II.D.

D. Surface and Ground Water:

This section will discuss the locations of both surface water and known aquifers. Depth to water table and potential limitations this may create will also be discussed. Methods to protect surface and groundwater resources will be outlined.

See Sections II.E.
and II.F.

E. Hydrology, Drainage and Water Quality:

An analysis of existing drainage patterns (i.e., Shaker Creek) and flood prone areas will be provided. Pre- and post-development runoff will be calculated for sub-watersheds in the study area using the USDA Soil Conservation Service Model TR-55. Areas of concern regarding existing drainage problems will be identified. The general impact of storm water runoff on the water quality of the Mohawk River will be discussed. Alternatives will be identified which could help alleviate the impact that road salt has upon the watershed. In addition, specific areas of water quality problems as they relate to the Albany County Airport activities will be addressed. Impacts and mitigation measures related to future development will be provided. In addition, costs for identified alternatives will be developed.

See Section II.F.

F. Utilities:

Water and sewer services in the study area will be analyzed. Specifically, this will include: 1) evaluation of existing water distribution and treatment systems for potable water and fire flows, 2) assessment of existing sewage collection and treatment facilities and, 3) evaluation of impacts and mitigation measures associated with the fifteen (15) year planning period. In addition, Niagara Mohawk Power Corporation and the New York Telephone Company will be contacted to evaluate their ability to supply services based on the projected development demand.

See Section II.G.

G. Transportation/Traffic:

Existing traffic data generated by the New York State Department of Transportation (NYSDOT), Albany County Department of Public Works, Capital District Transportation Committee (CDTC), the Town and Village of Colonie and other agencies, as appropriate, will be obtained and reviewed. Particular attention will be paid to the information available from CDTC as part of the Wolf Road and Albany County Airport Area traffic studies. Updated traffic counts throughout the study area will be conducted to update the 1987 traffic volumes determined by Albany County. The location and amount of new development that will likely occur through the year 2005 will be identified and the trip generation potential of the anticipated development will be evaluated. Anticipated growth of the Albany County Airport will be included in this analysis.

See Section II.H.

Assuming the short term improvements noted by CDTC are in place, capacity analyses for 2005 traffic volumes will be conducted. This will provide the following information.

- o Maximum Peak Hour Traffic Volumes for each intersection approach upon the completion of the short term improvements.
- o The amount of available reserve capacity for each intersection approach upon completion of the short term improvements.
- o Based on the available reserve capacity, upon completion of the short term improvements, the amount of additional development that could be supported without exceeding the capacity of the roadway network in the airport vicinity will be estimated.
- o If the design capacity of any location is exceeded by the 2005 traffic volumes additional measures required to provide adequate capacity will be identified.

Any necessary highway improvements to handle projected 2005 traffic volumes and their associated cost will be examined at the traffic analysis zone level. Methods to finance these improvements will be identified. This will include a discussion on how the town, village and county might share any fees collected to pay for identified highway improvements. Alternate measures to reduce traffic impacts and related highway improvements will also be discussed.

The traffic analysis will be based on standard traffic engineering procedures (i.e., the 1985 Highway Capacity Manual, Institute of Transportation Engineers, etc.) using the CDTC traffic analyses to the maximum extent possible.

H. Air Quality:

A level of air analysis based on procedures outlined in "NYSDOT Air Quality Analysis Procedures - PEG #42" of 11 key intersections within the study area will be conducted. This includes the intersections of the following streets/highways:

See Section II.I.

- NY 7/Vly Road and Rosedale Road
- Albany Shaker/Old Wolf Road
- NY 7/Shaker Road
- Albany Shaker Road/Wolf Road
- NY 7/Wade Road
- Watervliet Shaker/Sand Creek Road
- Watervliet Shaker/New Karner/Vly Road
- Albany Shaker/South Airport Access Road
- New Karner/Central Avenue
- Wolf Road/Central Avenue

Relative impacts, mitigation measures and associated costs for improvements will also be discussed.

I. Noise:

Based on existing and available information, a discussion of impacts associated with airport related noise levels will be included. Appropriate mitigation measures will be identified. Information in this section will be developed using the Albany County Airport Noise and Land Use Capability Study of 1981. Current flight activity at the airport will be assessed to determine if present noise levels generally exceed those projections developed in the ANCLUC study.

See Section II.J.

III. SOCIOECONOMIC SETTING AND IMPACT ANALYSIS

A. Demographics:

Demographic growth rates established in the CDTC traffic studies for the airport area based on the planning year 2005 will be utilized for this section. In addition, projected population growth for those areas within the DGEIS boundary that were not included in the CDTC study area will be estimated. Criteria used for projections will be identified.

See Section II.A.

B. Economics:

Existing and future economic conditions based on projected growth through 2005 will be discussed. Fiscal impacts to municipal and community services associated with future development within the study area will be addressed.

See Section II.D.

C. Historical and Archaeological Considerations:

Existing data on the historic and archaeological resources within the study area will be incorporated into this section with particular emphasis devoted to the Watervliet Shaker Historic District. Additional information on other potentially historic and archaeologically sensitive sites within the study area will be collected. Development related impacts and appropriate mitigation measures to reduce those impacts will be identified.

See Section II.K.

D. Recreation and Open Space:

Included in this section will be a discussion of existing recreational facilities serving the study area. Impacts related to associated development for the fifteen (15) year planning period for the user demand and carrying capacity of recreation facilities will be analyzed. Recommendations regarding required recreation and open space (i.e., those levels set aside for passive public recreational use) for associated development will be provided. Particular emphasis will be focused on the Ann Lee Pond Nature and Historic Preserve. Historic or archaeologically significant and/or environmentally sensitive areas which might be appropriate for public acquisition will be identified. Estimated costs will be prepared for projected improvements.

See Section II.A.

E. Municipal Services:

Current municipal services in the project area will be evaluated. These include schools, police, fire, ambulance and emergency medical services. A general discussion of methods to improve such services such as solid waste disposal, snow removal and modes of public transportation will be included. This will include the potential establishment of sidewalk/bicycle trails along key highway corridors within the study area. Appropriate agencies will be contacted and projected user demands for the fifteen (15) year planning period will be analyzed. Based on this analysis, projections for future need for municipal services will be provided.

See Section II.M.

See Section II.H.

See Section II.L.

F. Visual Resources:

This section will include a discussion of the physical character of the study area and a description of areas or sites of significant scenic or aesthetic value. Impacts on these visual resources for the fifteen (15) year planning period will be identified and potential mitigation measures will be developed. Criteria used to identify significant viewsheds within the study area will be established using FHWA standards for visual impact assessments.

See Section II.N.

IV. ALTERNATIVES

A discussion of alternatives with respect to varying development densities, changes to existing zoning and, various financial mechanisms to fund necessary public improvements will be included. Various alternatives to preserve open space and historic resources will be identified. In addition, the social alternatives in relation to various development densities will be examined. The no action alternative will also be evaluated in this section.

See Section III.

Because of the many levels of government which have review authority over projects in this area, this section will also discuss potential conflicts which may exist between government regulations and will suggest possible methods to reconcile these differences. In addition to the alternatives mentioned above, this may include the development of uniform development performance standards for all agencies involved in the design review process and the establishment of architectural controls within the Watervliet Shaker Historic District.

V. CUMULATIVE AND GROWTH-INDUCING IMPACTS

Potential growth impacts associated with proposed residential and commercial development within the study area will be characterized. This may include impacts to community facilities and services, the natural environment, cultural and aesthetic resources and, the local economy.

See Section IV.

VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Those natural and human resources listed in Sections II and III above that will be consumed, converted or made unavailable for future use will be identified.

See Section V.

VII. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

This section will identify those environmental impacts which cannot be avoided. Although some impacts may be minimized through the implementation of various mitigation measures, the proposed development within the study area may have lasting social and environmental effects which can be expected to occur.

See Section VI.