

B. LAND USE AND ZONING

1. Land Use:

The Study Area contains a variety of land uses due to its physical location at the nucleus of the Capital District and its proximity to numerous transportation facilities (highway, rivers, airport, and railroad). Land uses in the Study Area include residential, commercial, industrial, agricultural, institutional, recreational, and open space (Exhibit II-B-1). Specifically, land use in this portion of the Town of Colonie is characterized in the Town's Land Use Management Advisory Council (LUMAC) Technical Report as follows:

"This area is comprised of large amounts of County owned land and facilities. The focal point of the area is the Albany County Airport, with the Albany County Nursing Home, Ann Lee Home, Heritage Park and the Albany County Penitentiary being other major County institutions located in this area. In addition, the BOCES Albany-Schoharie-Schenectady Counties Area Occupational Center, the Army National Guard Military Facility and the Latham Water District Office represent further public institutional development in this area. Although the Airport and other institutional activities account for a large amount of land within this area, other uses also occupy considerable quantities of land, such as industrial, commercial, agricultural, residential and service activities. Industrial uses are found throughout the area and are generally comprised of warehousing, processing, distribution, wholesaling and truck terminal activities. Notable concentrations of these activities are located along Old Wolf Road (Northway Industrial Park, NAPA Distribution Center), Albany Shaker, Watervliet Shaker, Sicker and Wade Roads (Guptill Industrial Park).

There is also a considerable amount of commercial development located within this area, and as with the industrial activities, much of it is related to or dependent on major transportation facilities and arteries. The strip development along Route 7, the numerous auto-rental and eating establishments scattered throughout the area, and the Americana Inn all exemplify commercial development within the area. The most significant open space recreational development present within the area is the Shaker Ridge Country Club, located to the west of the Airport. Also located in this area, is Memory Gardens, a relatively large cemetery off Watervliet Shaker Road.

Dispersed throughout the area are appreciable amounts of viable commercial agricultural operations. These activities are particularly evident along Old Wolf, Watervliet Shaker, Albany Shaker and Sand Creek Roads. Also present within this area are moderate amounts of residential development. These activities are generally located along

Route 7 in the Verdoy/Garling Drive neighborhood, Albany Shaker Road and of this intersection of Route 7 and along Vly Road. The presence of the Airport near this residential development, particularly that located north of the Airport and that to the south located in the Village of Colonie represents the most significant land use conflict associated with this area.

The Wolf Road Area is located in the Village and Town of Colonie. This area will be discussed as a separate entity due to its significance as an established business district within the Town.

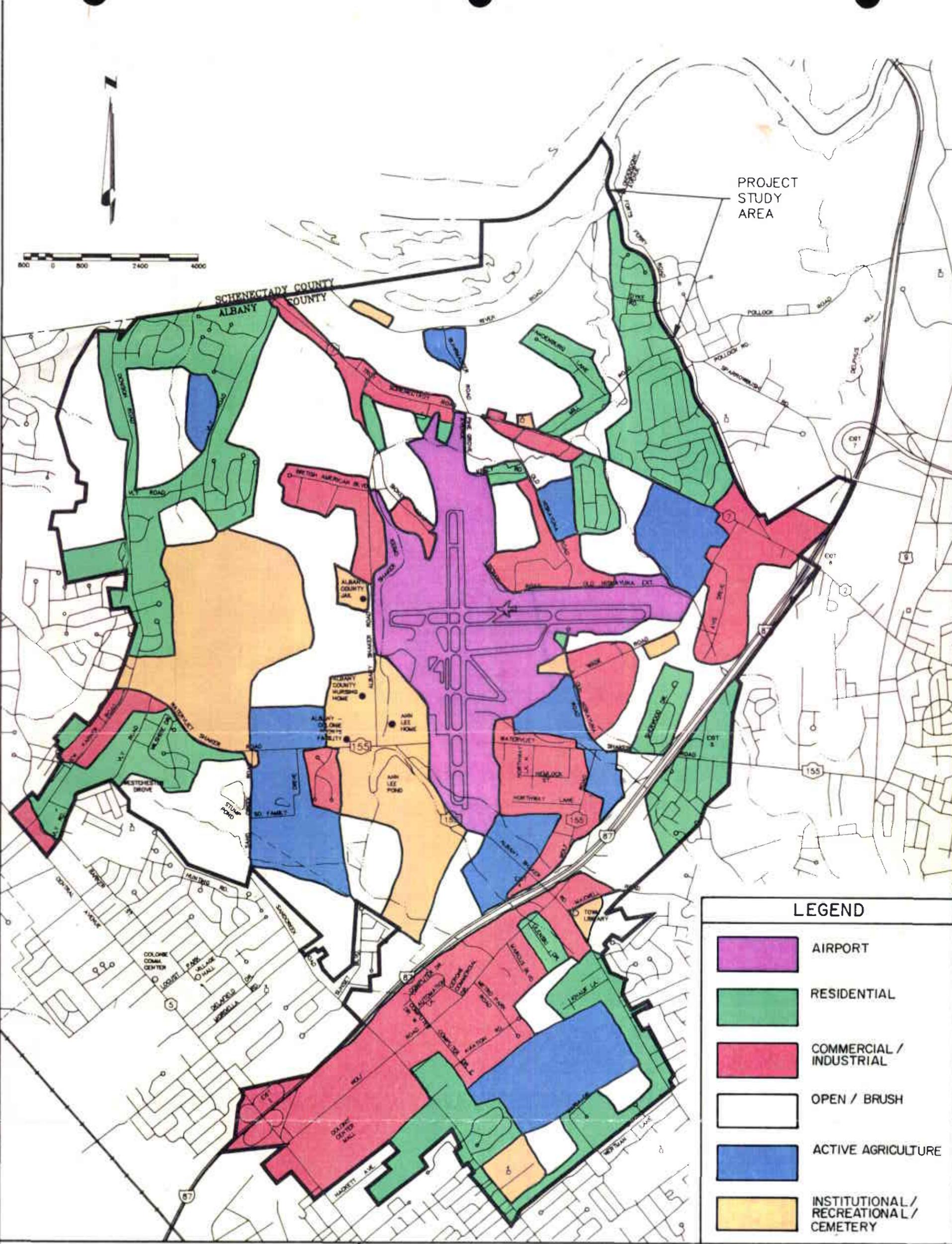
The predominant land use within this area is retail commercial, business activities, such as financial institutions and offices, hotels and a number of eating establishments. Colonie Center, Northway Mall and Wolf Road Shopper's Park are located within this area along with a number of smaller strip type shopping malls, the NYS Department of Environmental Conservation Office Building, the Marriott Hotel and a number of other individual businesses. It is this concentration of intensive land uses which distinguishes this area from those which surround it.

The Wolf Road Area, is one of the most intensively developed and still growing commercial districts in the Region. Most of the development in this area reflects the rapid suburban growth within Colonie during the 1960's and 70's.

Other land uses along Wolf Road include scattered residential uses which are generally incompatible with the character of this area and a few isolated agricultural operations which for the most part consist of commercial greenhouses and nurseries."

Of historical significance within the Study Area are the Old Shaker Cemetery, the burial site of Mother Ann Lee, founder of the Shaker sect, as well as three Shaker "family" home sites located off the Watervliet Shaker Road. These Shaker sites are designated as part of the Watervliet Shaker Historic District and are listed on the National Register of Historic Places (See Section II, K, Historical and Archaeological Considerations). The Shaker Heritage Society has and continues to be active in developing strategies for preserving and maintaining these sites.

The portion of the Study Area located within the Village of Colonie is predominantly undeveloped fields and brush. A small commercial strip lies between Wolf Road and I-87 in the southern portion of the Study Area. Exhibit II-B-1 also identifies land use within the Village of Colonie.



PROJECT
STUDY
AREA

LEGEND

- AIRPORT
- RESIDENTIAL
- COMMERCIAL / INDUSTRIAL
- OPEN / BRUSH
- ACTIVE AGRICULTURE
- INSTITUTIONAL / RECREATIONAL / CEMETERY

CHA CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS
3 WINNERS CIRCLE ALBANY, N.Y. 12205

EXISTING LAND USE

EXHIBIT NO.
II - B - I

**AIRPORT AREA GENERIC
ENVIRONMENTAL IMPACT STATEMENT**

Outlined in Table II-B-1 is a listing of approximate acreages for the various land uses in the Study Area. Aerial photos (1988) were examined and field visits were conducted to determine the generalized existing land uses.

Table II-B-1
EXISTING LAND USE

LAND USE	APPROXIMATE NUMBER OF ACRES
RESIDENTIAL	1,620
COMMERCIAL/INDUSTRIAL	1,360
AIRPORT	850
INSTITUTIONAL/ RECREATION	1,350
ACTIVE AGRICULTURE	810
OPEN SPACE	2,510
TOTAL	8,500

2. Zoning:

The Study Area is zoned for a variety of uses including business, commercial, and residential zones. A large portion of the Study Area west of and including a section of the Airport is zoned undeveloped, which permits a variety of business uses and until recently residential uses. The following districts are included in the Study Area and are shown on Exhibit II-B-2.

- o Town of Colonie: Residence A-1, A-2, A-3, C; Business E, E-1, E-2; Commercial H; Cemetery; Undeveloped; and
- o Village of Colonie: Residential A, B; Commercial A, B.

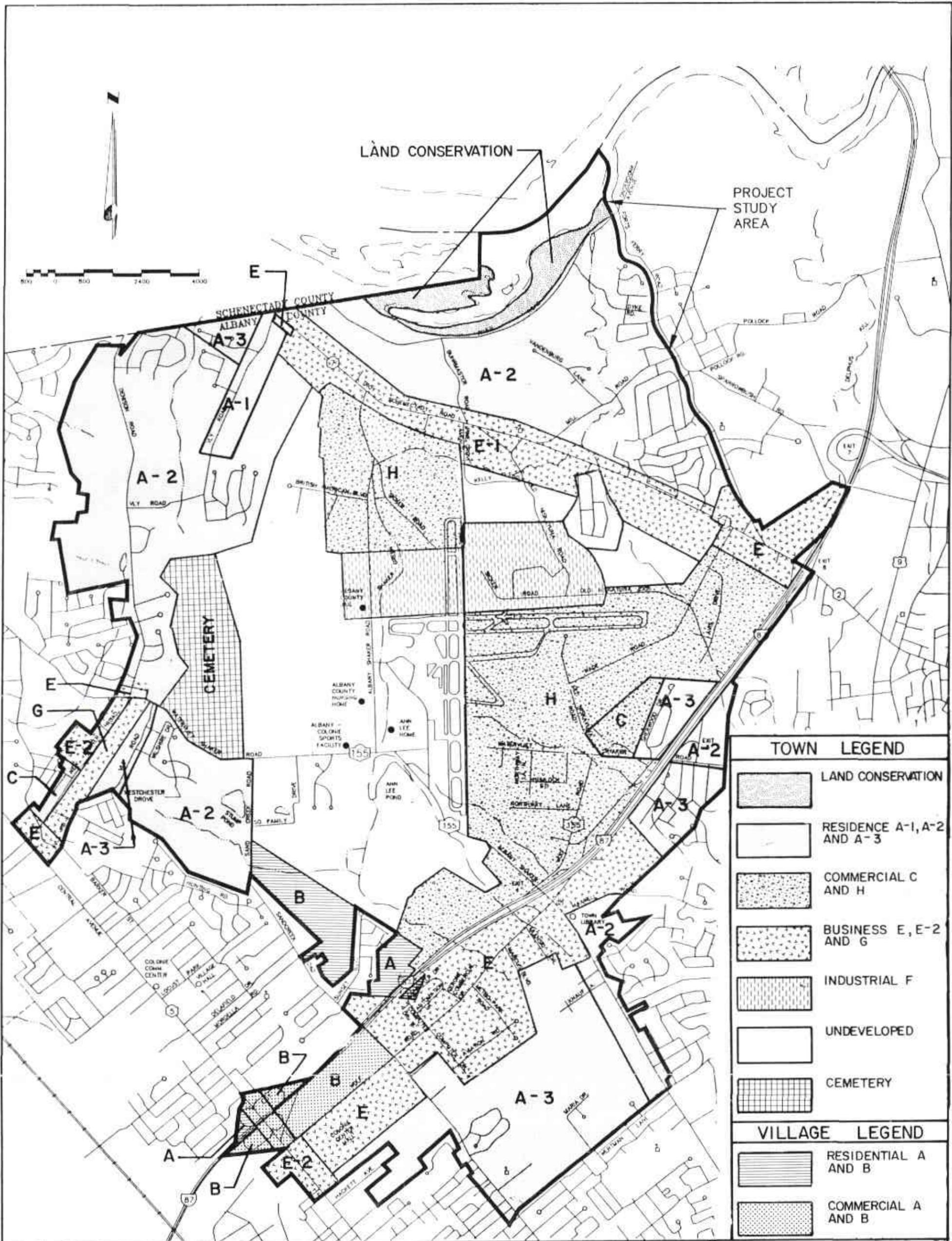
Of particular note when comparing the compatibility of the Village and Town zoning districts is the area of the Village which is zoned Residence A and

B near Sand Creek Road and Sunset Boulevard (Exhibit II-B-2). This area abuts undeveloped; commercial C and H; and Business E, E-2, and G zoning districts in the Town of Colonie. Based on the above, there is a potential for conflicting land uses in this area.

Impacts and Mitigation Measures:

In order to evaluate the impacts of future development, both population and employment projections provided by the CDRPC were analyzed. In addition, information on currently proposed and future development was gathered through direct contact with Town and Village planning staff and informal meetings with area developers as arranged by the Albany-Colonie Regional Chamber of Commerce - Center for Economic Growth. The owners of large tracts of undeveloped and agricultural lands were also contacted to assess the potential for future sale and/or development of land within the Study Area. Estimates of future development presented in this DGEIS also rely heavily on several studies prepared by the CDTC regarding the transportation needs of this area. These studies included the Traffic Assessment for the Albany County Airport Area (September 1988) and, the Proposed Transportation System Plan for the Wolf Road/Airport Area (June 1988).

Two separate land use scenarios have been evaluated in this FGEIS. The development potential of land within the Study Area was initially evaluated based on what was termed the High Growth Future Development Scenario. This development scenario assumes that land within the Study Area will continue to develop at a high rate of growth through the year 2005. The impacts associated with this development scenario are discussed in Section III of this FGEIS. The severe environmental and socioeconomic impacts associated with the High Growth Future Development Scenario are considered to be extreme and unrealistic by officials of



CHA CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS
3 WIGGERS CIRCLE ALBANY, N.Y. 12205

EXISTING ZONING

EXHIBIT NO.
II - B - 2

AIRPORT AREA GENERIC
ENVIRONMENTAL IMPACT STATEMENT

the Town and Village of Colonic and Albany County. Therefore, a second land use scenario has been evaluated in this FGEIS.

The second land use analysis, termed the Cumulative Growth Scenario, represents a major reduction in the projected level of residential and commercial development from the High Growth Future Development Scenario. Impacts associated with the Cumulative Growth Scenario are evaluated in Section II of this FGEIS. The manner in which this land use scenario has been developed is discussed below.

It should be noted that the Cumulative Growth Scenario evaluated in Section II of this FGEIS and the High Growth Future Development Scenario discussed in Section III represent only two of any possible number of reasonable future development schemes which may be realized at the end of the 15-year planning period. In particular, one should not infer that the term "Cumulative Growth Scenario" represents a preferred land use scheme for the Study Area. The two scenarios evaluated in this FGEIS are used as a basis to identify potential impacts in the Study Area and suggest possible mitigation measures to minimizing those identified impacts. These two scenarios, therefore, represent future conditions as they may occur if no action is taken by the local municipalities and involved agencies to control development in the Study Area beyond those land use regulations which currently exist.

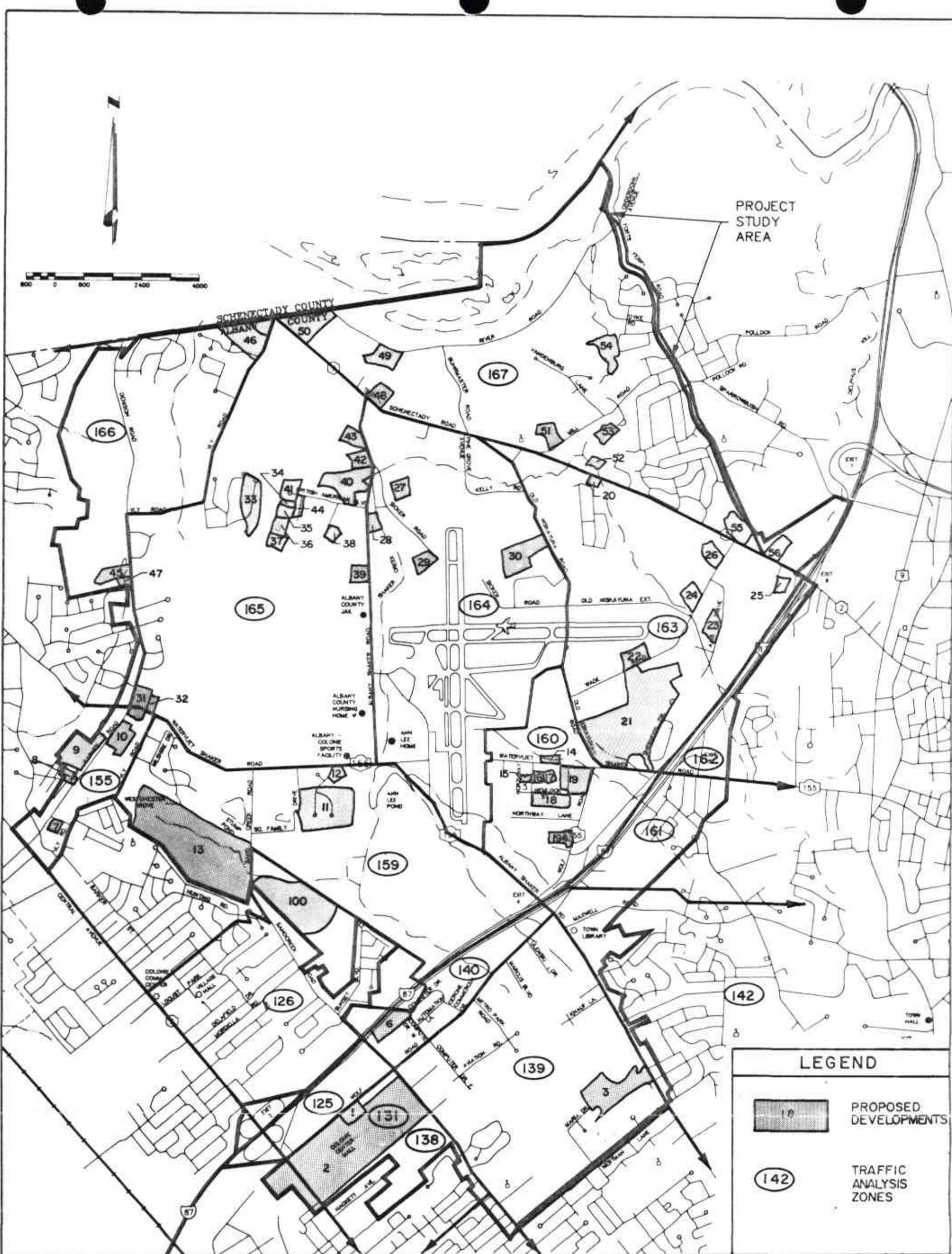
No single source of information was used to arrive at the Cumulative Growth Scenario evaluated in the FGEIS. Rather, information was gathered from all the sources described above to arrive at this development scenario based on environmental constraints, existing zoning, surrounding land uses and availability of utilities and infrastructure. The refinement of this data was accomplished through a 4-step data collection and analysis process.

Initially, certain assumptions were made regarding future land use patterns in the Study Area. At the outset it was assumed that certain lands in the Study Area would remain undeveloped through the 15-year planning period. These lands included: NYSDEC regulated wetlands, certain public and private lands used for recreational purposes including Shaker Ridge Country Club, certain agricultural lands including portions of the Coleman, Engel and Wertmann Farms, all cemeteries and the Ann Lee Pond Nature and Historic Preserve. While there is no absolute guarantee that these lands will not be developed, the assumption was based on contact with land owners and the history of wetland permitting by the NYSDEC as well as their current policy for minimizing wetland disturbance in this area.

It was also assumed that not all vacant available land would be developed at the end of the planning period. Information obtained from several Study Area land owners indicates that there is an interest in preserving their property for recreation and open space (see Appendix 8). This included agricultural lands to the east and west of the airport and property along River Road near the Mohawk River. Furthermore, projections developed by CDRPC for population and employment indicate that the Study Area may not support more residential and commercial development beyond what has been projected in this section of the FGEIS. With these assumptions in mind, the Cumulative Growth Scenario was formulated.

The first step in this analysis included the collection of data on various development proposals which had been under consideration by the Planning Boards in the Town and Village of Colonie. A total of 64 residential and commercial projects were identified. These projects are shown on Exhibit II-B-3, and data concerning each project is summarized on Table II-B-2.

Step 2 in developing the Cumulative Growth Scenario for the Study Area included the analysis of data which was formulated by the CDTC for the Wolf



LEGEND	
	PROPOSED DEVELOPMENTS
	TRAFFIC ANALYSIS ZONES

CHA CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS
3 WINNERS CIRCLE ALBANY, N.Y. 12206

PROJECTS CURRENTLY BEING REVIEWED BY THE
TOWN AND VILLAGE PLANNING
BOARDS BY TRAFFIC ANALYSIS ZONE

EXHIBIT NO.
II - B - 3

**AIRPORT AREA GENERIC
ENVIRONMENTAL IMPACT STATEMENT**

TABLE II-B-2
 AIRPORT AREA GEIS
 CURRENT DEVELOPMENT PROJECTS BEFORE THE
 TOWN AND VILLAGE OF COLONIE PLANNING BOARDS
 BY TRANSPORTATION ANALYSIS ZONE

(FOR LOCATION MAP SEE EXHIBIT II-B-3)

TAX NO.	PROJ. NO.	ON MAP	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	GROSS FLOOR AREA					ACREAGE	ZONING	
					OFFICE	RETAIL	WAREHOUSE	IND	PARK			MANUF
126	100		SHAKER RUN APT.	192	0	0	0	0	0	0	38.00	RES-B
			sub-total for taz 126	192	0	0	0	0	0	0	38.00	
138			DELTA PROPERTIES		10,150						2.23	BUS E
138			2 COLONIE CENTER ADD.	0	355,000						18.67	BUS E.
			sub-total for taz 138	0	365,150	0	0	0	0	0	20.90	
139			3 FOREST MEADOWS SECT. 2	54	4,746						20.60	RES A-2, A
139			5 MINICK OFFICE ADD.		7,562						1.09	BUS E
139			6 ANDERSON GR. INC.		12,308						1.60	BUS E
			sub-total for taz 139	54	23,308	0	0	0	0	0	23.29	
155			7 RUTHMAN		9,444						0.45	BUS G
155			8 ROSETTI		18,400						1.37	BUS E-2
155			9 WEMBLEY SQUARE PH.2		51,000						8.70	BUS E-2
155			10 KARNER WOODS PH.2		45,200						5.03	BUS G
			sub-total for taz 155	0	124,044	0	0	0	0	0	15.55	
159			11 ASHFIELD ASSOC. (BBL)		64,000						8.60	UNDEV
159			12 ALBANY AIRWAY		19,500						2.44	UNDEV
159			13 WESTBURY WOODS	54							125.20	RES A-2, A
			sub-total for taz 159	54	83,500	0	0	0	0	0	136.24	
160			14 MTP CONSTRUCTION								1.13	COMM H
160			15 LATHAM AUTO BODY				7,300				0.68	COMM H
160			16 A.J. VELL				70,000				6.70	COMM H
160			17 VELLANO				76,624				2.00	COMM H
160			18 GEN STEEL FABRICATORS		4,100						12.93	COMM H
160			19 CAMPITO		2,500						1.53	COMM H
160			19.1 BROADWAY CORP.				43,264				4.30	COMM H
			sub-total for taz 160	0	6,600	0	204,318	0	0	0	29.27	
163			20 WALFRED ASSOCIATES				8,200				0.88	BUS E-1
163			21 COLONIE MEADOWS								57.10	C-3 RES
163			22 WALFRED ASSOCIATES	336							8.30	COMM H
163			23 FORTIN WAREHOUSING				40,000				11.26	COMM H
163			24 WADE RD 37-39		243,000						18.67	COMM H
163			25 HOLIDAY MAT. FITNESS			20,246					4.33	COMM H
163			26 IMPERIAL POOLS								12.65	COMM H, BU
			sub-total for taz 163	336	251,200	20,246	136,000	0	0	60,000	113.19	
164			27 HANLEY SIGN CO.		3,200						1.05	COMM H
164			28 STATE LIGHTING			10,000					1.26	COMM H
164			29 A.J. HARRIS				8,400				10.29	COMM H
164			30 INTERMAGNETICS EXP.		3,200	10,000	8,400				28.00	BUS E
			sub-total for taz 164	0	3,200	10,000	8,400	0	0	130,100	40.60	

TABLE II-B-2
 AIRPORT AREA GEIS
 CURRENT DEVELOPMENT PROJECTS BEFORE THE
 TOWN AND VILLAGE OF COLONIE PLANNING BOARDS
 BY TRANSPORTATION ANALYSIS ZONE (FOR LOCATION MAP SEE EXHIBIT II-B-3)

TAZ NO.	ON MAP	PROJ. NO.	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	GROSS FLOOR AREA					ACREAGE	ZONING	
					OFFICE	RETAIL	WAREHOUSE	IND	PARK MANUF			
165		31	SHAKER PINE			30,085					5.19	BUS E, RES
165		32	ROSETTI OFF. BLDG.								4.47	BUS E, RES
165		33	BRIT. AM. DEV. CORP.	69	58,000						32.23	A-2
165		34	WINDSOR PROPERTY 2		29,200						2.63	UNDEV
165		35	BRIT. AM. DEV. CORP.		40,960						8.00	UNDEV
165		36	BRIT. AM. DEV. CORP.		70,000						6.70	UNDEV
165		37	BRIT. AM. DEV. CORP.		40,400						3.94	UNDEV
165		38	BRIT. AM. DEV. CORP.								8.50	COMM H
165		39	GRIMM PROPERTIES								5.52	INDUST F
165		40	METROPLEX		350,000						17.10	COMM H
185		41	AIRPORT PARK		46,400						10.50	UNDEV
165		42	LEGALEASE CORP.		5,040						0.68	COMM H
165		43	MCDERMOTT FOOD								4.53	COMM H
			sub-total for taz 165	69	640,000	30,085	101,250	5,250	0	0	109.99	
166		45	CAMBRIDGE PARK PH. 3	64							24.40	A2 & A3
166		46	TALON DRIVE	24							14.00	A1 & A3
166		47	CAMBRIDGE PARK PH. 4	3							1.57	RES A-2
			sub-total for taz 166	91	0	0	0	0	0	0	39.97	
167		48	KEELER MOTOR CAR	17		112,725					37.51	E-1 & A-2
167		49	RIVERDALE MANOR		35,000						16.80	A-2
167		50	CAPITAL HEALTH PLAN		75,000						8.00	A-2
167		51	DAIGLE SUBDIVISION	2		10,346					23.45	RES A-2, B
167		52	KINGKAKU RESTAURANT								5.27	COMM E-1
167		53	LANDS OF CILLIS	18							14.80	A-2
167		54	SCHALREN ESTATES	7		19,500					7.50	A-2
167		55	TALANIAN PLAZA		110,000	142,571					21.90	BUS E-2
			sub-total for taz 167	44	110,000	142,571	0	0	0	0	135.23	
168		56	GROSS ROADS SUBD.		318,400						48.70	BUS E-2
			sub-total for taz 168	0	318,400	0	0	0	0	0	48.70	
				840	1,549,252	568,052	449,966	0	0	190,100	750.93	

Road and Albany County Airport Area Traffic Assessment Studies. This data was extremely useful since CDTC's analysis included an assessment of available open space and considered various population and employment projections for most of the Study Area as prepared by CDRPC. Land use development guidelines used to establish commercial, industrial, and residential land and building size requirements were developed by CDTC as part of these studies and were utilized in this FGEIS. Additional development identified by CDTC in their "target growth scenario" was added to the development proposals identified in the paragraph above.

The CDTC studies targeted certain lands for anticipated residential and commercial development based on population and employment projections formulated with the assistance of CDRPC. This development was not identified with respect to any specific site. Therefore, step 3 in the evaluation of the Cumulative Growth Scenario included the assignment of this speculative development to specific sites within the Study Area. Using the land use guidelines developed by CDTC along with the previously mentioned land use assumptions, various types of speculative development were assigned to undeveloped parcels within the Study Area. This assignment of projects was made with respect to the size of the parcel, existing zoning and surrounding land uses.

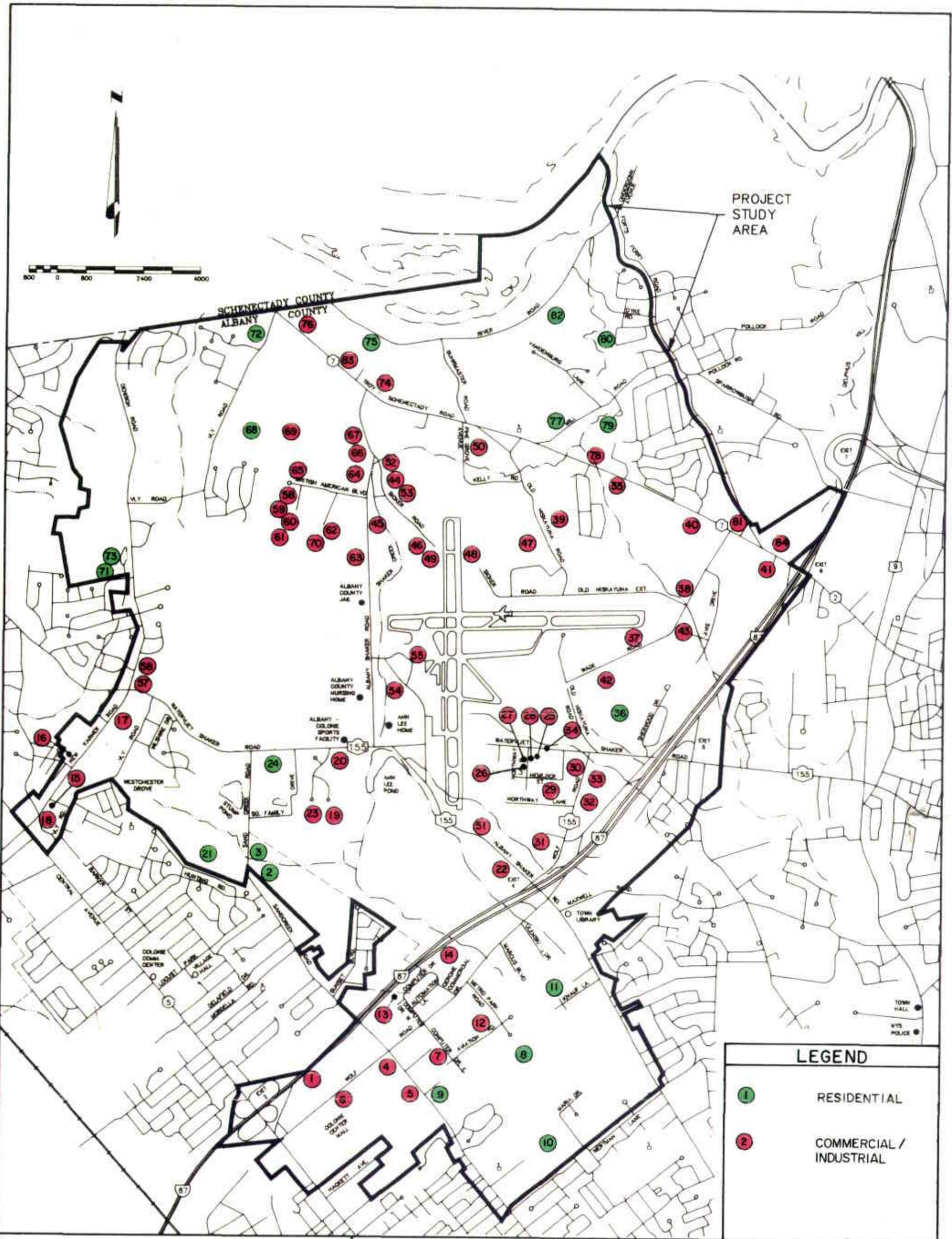
The final step in formulating the Cumulative Growth Scenario involved input from area real estate developers, speculators, and builders along with information provided by owners of undeveloped parcels of 5 acres or more. This step allowed for the testing of the various assumptions and land use assignments which were formulated in the previous 3 steps. Essentially, this permitted the fine tuning of the development scenario to take into account: 1) population and employment projections; 2) known development proposals; 3) the future plans of area developers, and 4) current real estate trends which ultimately can be used to predict future market conditions.

The evaluation of future development patterns in the Study Area through the year 2005 is not simply a cumulative process but includes making a judgement regarding future market conditions. Future market conditions are driven by a number of demographic factors including future population and employment trends. If future population trends indicate a slower, more moderate rate of growth for the region, the need for additional residential, commercial, and industrial development will moderate in response to lessening demand. Furthermore, the ability of the Study Area to accommodate unconstrained development is also a limiting factor in arriving at any future development scenario. Alternative development scenarios considered as a part of this FGEIS are further discussed in Section III, Alternatives.

Table II-B-3 outlines both the proposed and speculative growth expected within the Study Area through the year 2005 under the Cumulative Growth Scenario. Included in this table are site statistics such as the number of units, square footage and the land area required for each project. Approximate locations of these developments are shown on Exhibit II-B-4.

Under the Cumulative Growth Scenario up to 1,600 new housing units and an additional 7.4 million square feet of commercial space could be built within the Study Area by the year 2005. It is projected that residential development will be scattered throughout the Study Area with some concentrations north of Route 7, Albany Shaker Road and Sand Creek Road.

Commercial uses including retail, office, industrial, warehouse, and manufacturing classifications are also located throughout the Study Area. For example, British American Boulevard is projected to be heavily developed as prime office space along with other nearby areas to the south and east of Albany Shaker and Sand Creek Roads. A combination of warehousing, office, and light industrial uses is projected for areas along Watervliet Shaker Road near Northway Lane. Other



LEGEND	
1	RESIDENTIAL
2	COMMERCIAL / INDUSTRIAL

CHA CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS
3 WINNERS CIRCLE ALBANY, N.Y. 12205

APPROXIMATE LOCATIONS OF PROJECTED DEVELOPMENT THROUGH YEAR 2005

EXHIBIT NO.
II - B - 4

AIRPORT AREA GENERIC ENVIRONMENTAL IMPACT STATEMENT

TABLE II-B-3
 AIRPORT AREA GEIS
 PROPOSED DEVELOPMENT THROUGH THE YEAR 2005
 BY TRANSPORTATION ANALYSIS ZONE
 (FOR LOCATION MAP SEE EXHIBIT II-B-4)

TAZ NO.	PROJ. NO.	ON MAP	NAME OF DEVELOPMENT	HSG. UNITS	NUMBER OF	GROSS FLOOR AREA				ACREAGE	ZONING
						OFFICE	RETAIL	WHOUSE	IND PARK		
125	1		MOTEL EXPANSION ESTIMATED @ 155 ROOMS	0	0	0	0	0	0	0	6 BUS-E
			sub-total for taz 125	0	0	0	0	0	0	0	6
126	2		SHAKER RUN APT.	192							38 RES-B
126	3		SPEC. APT/TWNHSE DEV.	67							27 R-1
			sub-total for taz 126	259	0	0	0	0	0	0	65
131	4		SPEC. OFFICE DEV.		17,500						2 BUS E
131	5		SPEC. RETAIL DEV.	0	17,500	23,000					10 BUS E
			sub-total for taz 131	0	17,500	23,000	0	0	0	0	12
138	6		DELTA PROPERTIES	0	10,150						2 BUS E
			sub-total for taz 138	0	0	10,150	0	0	0	0	2
139	7		MINICK OFFICE ADD.		4,746						1 BUS E
139	8		ANDERSON PUD	112	375,000						97 RES A-3
139	9		SPEC. SINGLE FAM. HSG.	24							17 RES A-3
139	10		SPEC. SF & MF HSG.	80							31 RES A-3
139	11		SPEC. SF & MF HSG.	174							65 RES A-3
139	12		SPEC. OFFICE & RETAIL DEV.	390	630,000	74,500					65 BUS E
			sub-total for taz 139	390	1,009,746	74,500	0	0	0	0	276
140	13		ANDERSON GR. INC.		7,562						2 BUS E
140	14		SPEC. RETAIL & OFFICE DEV.	0	181,050	55,000					25 BUS E
			sub-total for taz 140	0	188,612	55,000	0	0	0	0	27
155	15		RUTHMAN		9,444						1 BUS G
155	16		ROSETTI		18,400						1 BUS E-2
155	17		KARNER WOODS PH.2		45,200						5 BUS G
155	18		BRANDON PLACE		40,000						3
			sub-total for taz 155		113,044	0	0	0	0	0	10
159	19		ASHFIELD ASSOC. [BBL]		64,000						9 UNDEV
159	20		ALBANY AIRWAY		19,500						2 UNDEV
159	21		WESTBURY WOODS	225			100,000				125 RES A-2, A
159	22		NEMITH		300,000						20 COMM H
159	23		BBL OFFICE PARK	60	485,000						45 UNDEV
159	24		SPEC. SINGLE FAM. HSG	285	868,500	0	100,000	0	0	0	24 UNDEV
			sub-total for taz 159	285	868,500	0	100,000	0	0	0	225

TABLE II-B-3
 AIRPORT AREA GEIS
 PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (FOR LOCATION MAP SEE EXHIBIT II-B-4)
 BY TRANSPORTATION ANALYSIS ZONE

TAZ NO.	PROJ. NO.	ON MAP	NAME OF DEVELOPMENT	HSG. UNITS	OFFICE	RETAIL	WHOUSE	IND PARK	MANUF	ACREAGE	ZONING
160	25	MTP CONSTRUCTION					7,300				1 COMM H
160	26	LATHAM AUTO BODY					7,128				1 COMM H
160	27	A.J.VEL					70,000				7 COMM H
160	28	VELLIANO					76,624				2 COMM H
160	29	GEN STEEL FABRICATORS			4,100						13 COMM H
160	30	CAMPITO			2,500						2 COMM H
160	31	BROADWAY CORP.				14,000					4 COMM H
160	32	RETAIL-SPECULATIVE			200,000						2 COMM H
160	33	OFFICE-SPECULATIVE			200,000						19 COMM H
160	34	OFFICE-SPECULATIVE		0	406,600	14,000	204,316	0	0		19 COMM H
		sub-total for taz 160									69
161		sub-total for taz 161		0	0	0	0	0	0	0	0
162		sub-total for taz 162		0	0	0	0	0	0	0	0
163	35	WALFRED ASSOCIATES		336	8,200						1 BUS E-1
163	36	COLONIE MEADOWS									57 C-3 RES
163	37	WALFRED ASSOCIATES				40,000					8 COMM H
163	38	WADE RD 37-39			243,000						19 COMM H
163	39	OLD NISKAYUNA RD SPEC.			30,000			100,000			58 UNDEV, IND F, BUS E-
163	40	RETAIL SPEC.			356,000						61 BUS E-1
163	41	IND. PARK SPEC.						90,000			10 BUS E, COMM H
163	42	COLONIE MEADOWS RESEARCH PK			196,000			100,000			10 COMM H
163	43	SCHULMBERGER SITE		336	477,200	356,000	240,000	290,000	0		10 COMM H
		sub-total for taz 163									234
164	44	HANLEY SIGN CO.			3,200						1 COMM H
164	45	STATE LIGHTING				10,000					1 COMM H
164	46	A.J.HARRIS				8,400					10 COMM H
164	47	INTERMAGNETICS EXP.							130,100		28 BUS E
164	48	AIR FREIGHT CENTER				70,000					7 COMM H
164	49	BROCKWAY COMMUTER HANGER						20,000			2 IND F
164	50	AIRPORT IND. PARK						190,000			18 UNDEV, BUS E-1
164	51	THEME RESTAURANT									3 COMM H
164	52	OFF/WRHSE SPECULATION			84,000	11,500					12 COMM H
164	53	WRHSE SPECULATION					216,000				20 COMM H
164	54	HOTEL-ESTIMATED @ 200 ROOMS					155,000				8 UNDEV
164	55	AIRPORT-INCREASE IN PASSENGER ENPLANEMENTS THROUGH 2005		0	87,200	21,500	449,400	+1,491,146 PERSONS			(INC. WOLF ROAD STUDY)
		sub-total for taz 164									110

TABLE II-B-3
 AIRPORT AREA GEIS
 PROPOSED DEVELOPMENT THROUGH THE YEAR 2005
 BY TRANSPORTATION ANALYSIS ZONE
 (FOR LOCATION MAP SEE EXHIBIT II-B-4)

TAZ NO.	PROJ. NO. ON MAP	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	GROSS FLOOR AREA			IND PARK	MANUF	ACREAGE	ZONING
				OFFICE	RETAIL	WAREHOUSE				
165	56	SHAKER PINE			30,085					5 BUS E, RES A-2
165	57	ROSETTI OFF. BLDG.		58,000						4 BUS E, RES A-2
165	58	WINDSOR PROPERTY 2		29,200						3 UNDEV
165	59	BRIT. AM. DEV. CORP.		40,960						8 UNDEV
165	60	BRIT. AM. DEV. CORP.		70,000						7 UNDEV
165	61	BRIT. AM. DEV. CORP.		40,400						4 UNDEV
165	62	BRIT. AM. DEV. CORP.			60,000					9 COMM H
165	63	GRIMM PROPERTIES			36,000					6 INDUST F
165	64	METROPLEX		350,000						17 COMM H
165	65	AIRPORT PARK		46,400						11 UNDEV
165	66	LEGALEASE CORP.		5,040						1 COMM H
165	67	MCDERMOTT FOOD			5,250					5 COMM H
165	68	BRIT. AM. DEV. CORP.	111	300,000						79 UNDEV, RES A-2
165	69	SPEC. OFFICE DEV.			100,000					30 COMM H, UNDEV
165	70	SPEC. WAREHSE. DEV.			201,250					32 UNDEV, COMM H
		sub-total for taz 165	111	940,000	30,085		0	0	0	219
166	71	CAMBRIDGE PARK PH. 3	65							24 A2 & A3
166	72	TALON DRIVE	24							14 A1 & A3
166	73	CAMBRIDGE PARK PH. 4	3							2 RES A-2
		sub-total for taz 166	92	0	0	0	0	0	0	40
167	74	KEELER MOTOR CAR			112,725					38 E-1 & A-2
167	75	RIVERDALE MANOR	17							17 A-2
167	76	CAPITAL HEALTH PLAN		35,000						8 A-2
167	77	DAIGLE SUBDIVISION	2	75,000						23 RES. A-2, BUS E-1
167	78	KINGKAKU RESTAURANT			10,346					5 COMM E-1
167	79	LANDS OF CILLIS	18							15 A-2
167	80	SCHALREN ESTATES	7							8 A-2
167	81	TALANIAN PLAZA			19,500					22 BUS E-2
167	82	SPEC. SF HOUSING DEV.	66	300,000						132 RES A-2
167	83	SPEC. OFFICE DEV.			142,571					74 BUS E-1
		sub-total for taz 167	110	410,000	142,571		0	0	0	341
168	84	CROSS ROADS SUBD.		318,400						49 BUS E-2
		sub-total for taz 168								
TOTALS=			1,583	4,836,802	726,806	1,094,966	600,000	130,100		1,685

areas that are projected to be intensely developed include Wade and Old Niskayuna Roads near Route 7, the New Karner Road corridor from Watervliet Shaker Road to Central Avenue and areas near Wolf Road.

The Cumulative Growth Scenario will have an impact on existing land use patterns in the Study Area. Table II-B-4 outlines existing versus future land uses for the 15-year planning period.

**TABLE II-B-4
EXISTING AND FUTURE LAND USE**

LAND USE	EXISTING (ACRES)	2005 (ACRES)	CHANGE (ACRES)
RESIDENTIAL	1,620	2,296	+676
COMMERCIAL/INDUSTRIAL	1,360	1,850	+490
AIRPORT	850	950	+100
INSTITUTIONAL/RECREATION	1,350	1,321	-29
ACTIVE AGRICULTURAL	810	475	-335
OPEN SPACE	2,510	1,608	-902

It is important to note that in the institutional/recreation land use category, the loss of acreage is primarily through the conversion of existing undeveloped land. As stated previously, it has been assumed that certain recreational areas (Ann Lee Pond Nature and Historic Preserve, Shaker Ridge Country Club) would remain intact. It is also unlikely that lands and buildings currently serving institutional uses would be converted to other uses.

The loss of active agricultural lands presents a problem facing many communities today. Once these lands are lost they can never be replaced. This represents a loss of an important natural resource as well as a reduction in local agricultural production capabilities.

The anticipated increase in the value of real estate, along with the general difficulty of small agricultural operations to be economically self-sufficient, will continue to play a role in the loss of open land dedicated to agricultural use. The rise in real estate values often pressures the owner of a marginal agricultural operation to consider selling the land for other types of development.

Mitigation measures that could be implemented by the Town to reduce the loss of agricultural land could include Use Valuation of Farmland or the preferential assessment of farmland. Preferential farmland assessment laws generally allows for the assessment of farmland on its value for agricultural purposes rather than at its full market value. Included in these laws are restrictions or penalties required if the owner of farmland sells the property for non-agricultural use or abandons active agricultural production. Another means of protecting farmland is through the implementation of restrictive deed covenants which prohibit the use of farmland for other purposes for a specified period of years. Other forms of protecting farmlands pursued by communities in other states include specific state income tax benefits if a farm parcel is zoned for agricultural purposes.

One method of reducing the level of anticipated development and the accompanying environmental and socio-economic impacts within the Study Area would be to reduce allowable residential and commercial development densities in all or a portion of the Study Area. This could be accomplished through revisions to local zoning laws which would reduce the density of development in any particular zone and/or change allowable uses in specified areas to exclude more intensive development in certain portions of the Study Area.

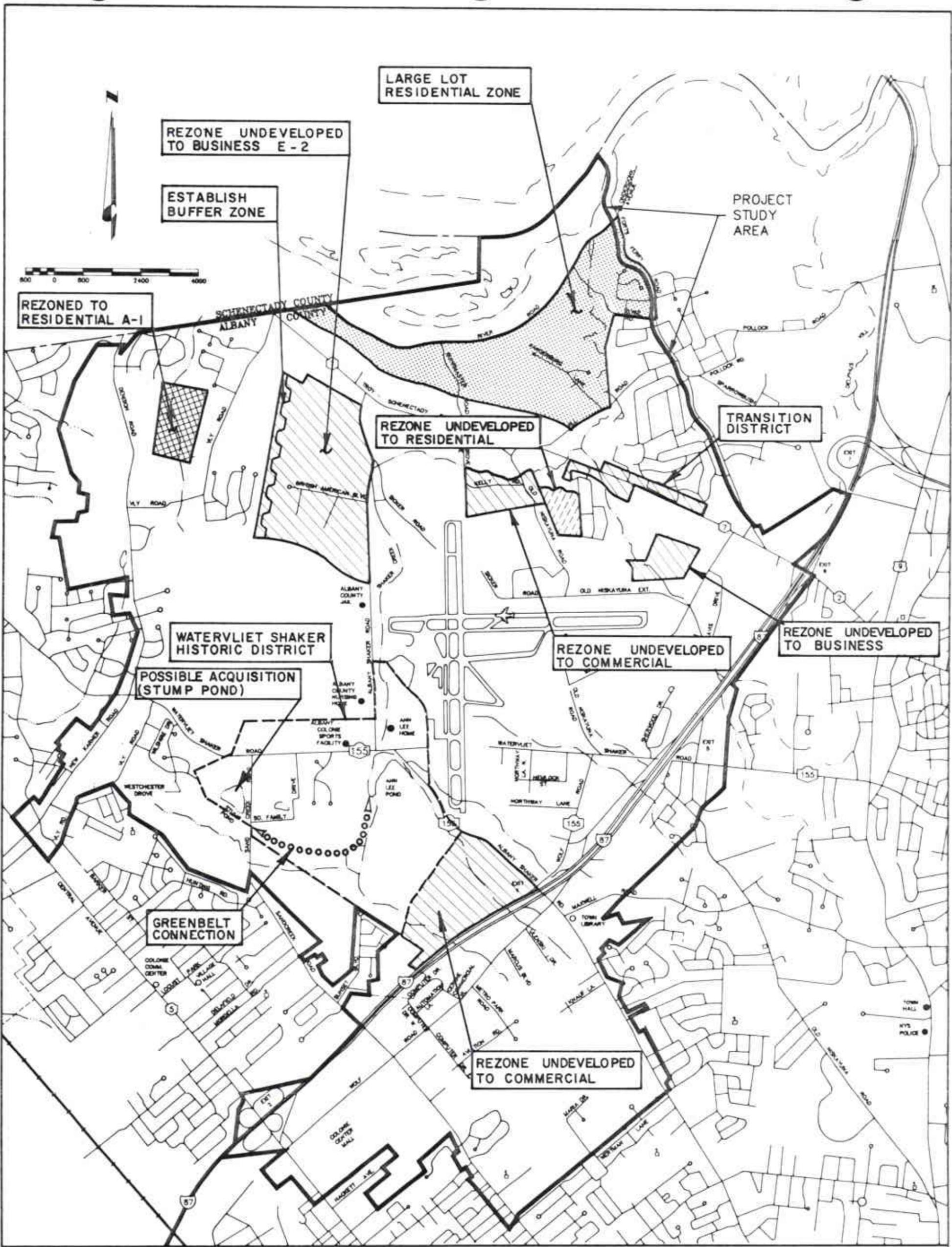
A reduction in density of residential and commercial/industrial uses may allow the Village, Town, and County to control the Development Mitigation

Costs associated with growth. A reduction in density for commercial office development could reduce, for example, the demand placed on existing roadway systems. Once these impacts are reduced, necessary Development Mitigation Costs for transportation improvements would also be lower. Likewise, impacts on existing school districts could be reduced if undeveloped residentially zoned property was rezoned for commercial or industrial uses.

Once the Development Mitigation Costs of a specific development scenario are determined, the Town and Village of Colonie and Albany County could determine if the level of costs are appropriate given the goals and objectives of each municipality. Once an acceptable level of costs was determined, procedures for any required zone change(s) could be initiated. A carefully balanced reduction in zoning densities and adjustments to existing zoning districts would ensure that necessary municipal and community services remain available and continue to meet needs of a growing population.

In regard to future zoning of the Study Area, within the Town, it is assumed that any future zoning code will be reflective of the recommendations of the LUMAC Technical Report and Future Land Use Plan. Generally, the Cumulative Growth Scenario presented in this FGEIS is consistent with the recommended land use and zoning changes included in the LUMAC report. However, there are certain potential conflicts which have been identified.

The LUMAC report recommends that a Residential A-2 District be created for the existing Undeveloped District located to the west of Dussault Drive. Under the proposed growth scenario, a combination of office and warehouse industrial park is projected. This use would be in direct conflict with the proposed rezoning (see Exhibit II-B-5).



CHA CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS
3 WINNERS CIRCLE ALBANY, N.Y. 12206

LAND USE MANAGEMENT ADVISORY COUNCIL
FUTURE LAND USE

EXHIBIT NO.

II - B - 5

AIRPORT AREA GENERIC
ENVIRONMENTAL IMPACT STATEMENT

The LUMAC report also recommends that a large portion of land between the River Road and Route 7 be down-zoned from an A-2 Residential District to a large lot residential zone due to rather severe environmental constraints (i.e., steep slopes, poor soils, etc.). This is generally consistent with the Cumulative Growth Scenario. However, a portion of this area lies within the 65 ldn noise contour of Runway 1 of the Albany County Airport. Consequently, this area should be considered inappropriate for residential uses. Impacts and mitigation measures associated with aircraft noise are discussed in greater detail in Section II, J, of this FGEIS.

Other lands within the Study Area are expected to be developed in accordance with existing zoning. As noted previously, there is a potential for conflicting land uses between the Village and Town of Colonie in the area of Sand Creek Road and Sunset Boulevard. Thus, if development is proposed in this area, the Village and Town should implement measures such as buffering to enhance the compatibility of proposed land uses.

In 1990, an updated Draft, Updated Airport Layout Plan and Land Use Study (ALP) was prepared to guide the future of the Albany County Airport between the period from 1990 to 2010 (Appendix 12). A complete analysis of all existing facilities was undertaken and various improvements were recommended to improve numerous facilities. The total cost of recommended improvements is still being refined but it is expected to exceed \$100 million. This draft plan has not yet been approved by the Federal Aviation Administration (FAA).

A phased implementation plan was developed as part of the ALP which suggested the sequence in which these improvements should be undertaken. The work was split into 3 periods: those improvements undertaken in 0-5 years; improvements

undertaken in 5-10 years; and improvements to be completed in 10-20 years. Table II-B-5 below highlights the proposed Airport facility requirements and phasing plan.

TABLE II-B-5

ALBANY COUNTY AIRPORT
FACILITY REQUIREMENTS
PHASED IMPLEMENTATION PLAN

<u>FACILITY</u>	<u>PHASE I (0-5 YRS)</u>	<u>PHASE 2 (5-10 YRS)</u>	<u>PHASE 3 (10-20 YRS)</u>
<u>RUNWAYS (R/W)</u>			
- Extend R/W 28 by 1200 feet	x		
- Resurface R/W 1/19	x		
- Reconstruct part R/W 10/28			x
- Construct R/W 1R/19L			x
<u>TAXIWAYS (T/W)</u>			
- Extend T/W B by 1200 feet	x		
- Entrance/Exit T/W to Air Cargo	x		
- Construct Holding Apron R/W 28	x		
- Construct T/W to R/W 1R-9L			x
- Construct T/W to N/W Quad GA Apron	x		
- Repair T/W "A: Lighting"	x		
<u>RUNWAY APPROACHES</u>			
- R/W 1 Obstruction Removals	x		
- R/W 19 Obstruction Removals	x		
- R/W 10 Obstruction Removals	x		
<u>NAVIGATIONAL AIDS</u>			
- Relocate ASR Facility	x		
- Install MLS on R/W 28	x		
- Relocate RVE on R/W 1/19	x		
<u>TERMINAL FACILITIES</u>			
- Passenger terminal expansion	x	x	
- Terminal apron expansion	x	x	
<u>GENERAL AVIATION (GA) FACILITIES</u>			
- Extend exist. GA apron in SW quadrant	x		
- Construct GA apron in NW quadrant	x		
- Continued expansion of GA apron NW quadrant		x	
- Establish GA facilities in SE quadrant			x
<u>AIR CARGO FACILITIES</u>			
- Construct new air cargo facility in NE quadrant	x		

TABLE II-B-5 - (CONT.)

ALBANY COUNTY AIRPORT
FACILITY REQUIREMENTS
PHASED IMPLEMENTATION PLAN

<u>FACILITY</u>	<u>PHASE 1 (0-5 YRS)</u>	<u>PHASE 2 (5-10 YRS)</u>	<u>PHASE 3 (10-20 YRS)</u>
<u>AIR TRAFFIC CONTROL TOWER (TCT)</u> - Relocate TCT in NW quadrant	x		
<u>FIXED BASE OPERATORS (FBO)</u> - Establish Second FBO in NW quadrant - Establish/Relocate FBO in SE quadrant	x		x
<u>CRASH/FIRE/RESCUE BUILDING</u> - Relocate Facilities (dependent on terminal expansion footprint)			
<u>HELICOPTER FACILITIES</u> - Establish helicopters in NW, SW, & SE quadrants		x	x
<u>FUELLING FACILITIES</u> - Construct subsidiary fuel farm in SE quadrant			x
<u>INTERIOR ACCESS ROADS</u> - Construct service road in NW quadrant - Construct service road from NW to NE quadrant	x x		
<u>CAR PARKING FACILITIES</u> - Construct New Parking Garage	x		
<u>UTILITIES</u> - Construct 12-inch water main in NW quadrant	x		
<u>SNOW STOCKPILE AREA</u>	x		

Source: Updated Draft Airport Layout Plan and Land Use Study, 1990.

The proposed improvements, with the possible exception of the Air Surveillance Radar (ASR) facility and the Air Cargo facility, will be located on land presently under the control of Albany County Airport. According to this layout plan, these improvements are necessary to serve the estimated 1,491,146 additional annual passenger enplanements which should occur by the year 2005.

The generic impacts (e.g. traffic, stormwater, noise, groundwater, utilities, air quality, etc.) associated with these improvements have been identified in Section II of this FGEIS. Based on the ALP, most airport activities, with the exception of those identified in the paragraph above, will occur on existing County owned property. Therefore, there will be no significant impact on land uses adjacent to the airport. Impacts on zoning, which are limited to aircraft noise, are discussed in Section II,J.

In regard to Albany County's ongoing land acquisition program as defined in the 1981 ANCLUC Study, the acquisition of residential property surrounding the airport will reduce the residential population and could possibly stimulate commercial and industrial growth. If the County is successful in purchasing these properties, then the potential for future residential growth in the affected areas is eliminated, which is the long term objective of Albany County. Although the actual reuse of these properties is uncertain at this time, any future use would have to be compatible with airport activities.

Various airport activities such as the installation of fuel storage facilities may have an impact on groundwater resources. The generic impacts and mitigation measures have been discussed in Section II,E.

The construction of new runways, taxiways, aprons, and other buildings will have an impact on existing drainage patterns, hydrologic and water

quality characteristics of Shaker Creek. Actions undertaken by the County and their impacts on Shaker Creek and specific mitigation measures to improve conditions in Shaker Creek are discussed in Section II,F.

Trips generated by increased airport enplanements as well as new airport related development (e.g. air cargo facility) have been included in the evaluation of transportation impacts discussed in Section II,H. Associated highway improvements also include specific measures to adequately serve users of the airport.

Those aircraft which will arrive and depart Albany County Airport are not expected to impact on air quality within the Study Area. The methods used to project future air quality conditions are discussed in Section II,I. A thorough analysis of noise impacts generated by aircraft has been presented in Section II,J of the DGEIS. This includes an evaluation of existing conditions in relation to the 1981 noise study conducted by Albany County.

This generic environmental impact statement may be used as a tool to evaluate the generic ramifications of proposed improvements identified in the ALP. This includes cumulative impacts related to the socioeconomic and physical environmental factors evaluated in the GEIS. However, this study is not intended to address all site-specific environmental impacts associated with the implementation of the plan. Therefore, at such time when the phased improvements will be implemented, additional environmental review under State Environmental Quality Review (SEQR) and the National Environmental Policy Act (NEPA) will be required. These additional environmental reviews are expected to analyze site specific impacts and mitigation measures associated with the proposed improvements.