



# CAPITAL DISTRICT TRANSPORTATION COMMITTEE

5 COMPUTER DRIVE WEST

ALBANY, N.Y. 12205

518-458-2161

*Letter File*

November 6, 1989

Mr. Robert Mitchell, Director  
Engineering & Planning Services  
272 Maxwell Road  
Latham, New York 12110

**Re: Airport DGEIS Scope**

Dear Bob:

The CDTC staff met with representatives of Clough, Harbour and Associates on September 29, 1989 to discuss transportation aspects of the airport area DGEIS. The staff has also reviewed the "Draft Scoping Document" prepared by the consultants.

I would like to offer the following comments and suggestions to help ensure the greatest benefit from the consultants' efforts:

1. Exit 3/Airport Connector

This improvement has been approved as part of CDTC's regional transportation plan and should be incorporated into the long-range highway plan produced by the DGEIS. It should be recognized, however, that the alignment shown in CDTC's Wolf Rd. and Airport studies is generic and that a specific alignment cannot be determined until further environmental analysis is performed. Alternatives to the Exit 3 diamond interchange and direct connection to the airport access road would have to be examined in the context of project development work. Alternatives include terminating the Exit 3 connection with Albany Shaker Rd. at a point considerably closer to I-87 or providing access between Exit 3 and the Wolf Rd. area only and reconfiguring the Exit 4 area to provide improved access between I-87 and the airport. CDTC will supply the consultant with sketches of alternative Exit 3/ Airport Connector arrangements.

The DGEIS effort should incorporate the range of Exit 3/Airport Connector alternatives into its development of lane arrangements for the Albany-Shaker Rd. corridor from Rt 7 to I-87. Additionally, any environmental analysis that can be

undertaken as part of the DGEIS effort regarding the feasibility and desirability of specific alternatives would assist the process of advancing the improvements.

## 2. Long-Range Analysis

Because of the potential for significant development in the airport area, it is important that the DGEIS focus on the analysis of long-range development potential and long-range highway system solutions. This effort should start with the assumptions and forecasts made by CDTC in its Airport Area study and revise them as necessary after consideration of development proposals that have arisen since CDTC's forecasts were made and consideration of potential re-use of currently developed land for more intense purposes.

## 3. Identification of Financial Responsibility for Highway Improvements

It should be recognized that no public funds have been identified for any of the highway improvements identified in CDTC's studies. The DGEIS effort should identify the appropriate public and private shares for the cost of implementing the short-range and long-range highway system plan in the area, including the Exit 3/ Airport Connector.

The consultant should refer to CDTC's Principles for Public/Private Highway Financing in the Capital District and use the identified procedures and formulas to the extent possible. Town, County and NYSDOT participants on CDTC's Planning Committee have expressed interest in having the airport DGEIS serve as a pilot implementation and refinement of the CDTC procedures. CDTC staff are available to assist the consultant in the application of these procedures.

Regarding the assignment of financial responsibilities, shares should be based upon the long-range development scenario and combined short-range and long-range highway improvement costs.

## 4. Short-Range Analysis

The short-range transportation analysis described in the "Draft Scoping Document" appears appropriate if there is sufficient certainty to the development specified to occur between 1990-1998 (that is, if the majority of this development is composed of specific known proposals or proposals currently before the Town or Village). If the short-range devel-

opment scenario is highly speculative, then it might be more appropriate simply to identify the amount of available reserve capacity for each intersection approach upon completion of the short term improvements. The available capacity values could then be used by the County, Town and Village to recognize development proposals that "trigger" implementation of the long-range improvements. Again, any financial responsibility for traffic mitigation assessed against short-range development should be based upon the long-range development scenario and combined short-range and long-range highway improvement costs.

5. Coordination with NYSDOT's Route 7 Project

NYSDOT is currently reviewing and finalizing design details for its Route 7 reconstruction project (PIN 1306.36). Preliminary indications are that the design will not fully accommodate the traffic impacts on Rt 7 and approaches to Rt 7 of all potential development in the DGEIS study area. Close coordination with NYSDOT Region 1 is encouraged to ensure appropriate consideration of further long-range improvements in the Rt 7 corridor and to determine appropriate financial responsibilities for such improvements.

6. Design Considerations

Given the significant public and private investment in highway improvements likely to evolve from this study effort, the scope of the DGEIS certainly should include identification of opportunities for arterial management including development of service roads, access consolidation, and limited signalization. The study should lead to preliminary mapping of the rights-of-way and other lands that should be protected to accommodate any proposed access management actions. This will ensure that options for future street development are not unknowingly foreclosed.

Dave Jukins and I are available to discuss these items at your convenience. Thank you for the opportunity to comment during the scoping process.

Sincerely,



John P. Poorman  
Staff Director

cc: Paul Cooney, Albany County Engineer  
Mayor Herbert Kuhn, Village of Colonie  
Richard Carlson, NYSDOT Region 1



# CAPITAL DISTRICT TRANSPORTATION COMMITTEE

5 COMPUTER DRIVE WEST

ALBANY, N.Y. 12205

518-458-2161

JUN 09 1989

CLOUGH HARBOUR & ASSOCIATES

RECEIVED

JUN 6 1989

albany county engineer

June 6, 1989

Mr. Paul F. Cooney  
Albany County Engineer  
Department of Public Works  
Route 85A  
Voorheesville, New York 12186

**Re: Proposed Air Cargo Facility**

Dear Paul:


We have reviewed the material supplied in the letter of April 25, 1989 from Mark Fitzsimmons to you, and have further discussed details of the proposed air cargo facility with Howard Goldstock. Based on this review, we offer the following comments:

1. The air cargo facility's traffic impact on surrounding roadways will represent a minimal change to current conditions, adding no more than twenty vehicle trips (approximately 10% of the estimated daily trip generation total for the facility) to the system in the critical pm peak hour. Some of these trips are likely to be trips diverted from the existing air cargo area adjacent to the present terminal.
2. While the vehicular traffic related to the air cargo facility will not create any significant change in traffic conditions, it is important to recognize that highway capacity improvements are needed throughout the area and should be pursued in conjunction with NYSDOT's current Route 7 reconstruction, in conjunction with implementation of recommendations of the upcoming Airport area GEIS or through other means. Current service conditions at intersections likely to be used by traffic to and from the new facility include unacceptable pm peak hour level-of-service conditions at Wade Rd./ Rt 7, Watervliet-Shaker Rd./ Old Niskayuna Rd., and Old Niskayuna Rd./ Rt 7 intersections.

3. Highway improvements, including potential realignment and signalization of the Pinegrove Rd./ Buhrmaster Rd. intersection and the direct connection between that intersection and the air cargo location, should be pursued prior to any further significant development of the northeast quadrant of the airport (beyond this initial air cargo facility).

Thank you for the opportunity to comment on this project.

Sincerely,



John P. Poorman  
Staff Director

cc: Mark Fitzsimmons, Albany County Planning Board  
Howard Goldstock, Albany County Airport,  
Office of Economic Development

jtm

TOWN OF COLONIE

272 MAXWELL ROAD

LATHAM, NEW YORK 12110

ENGINEERING & PLANNING SERVICES DEPARTMENT  
TELEPHONE 482-0248



Robert S. Mitchell  
DIRECTOR

December 21, 1989

David P. Jukins, P.E.  
Capital District Transportation Committee  
5 Computer Drive West  
Albany, New York 12205

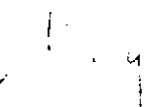
Dear Dave,

We would like to thank you and the Capital District Transportation Committee for taking the time to prepare comments in response to the Airport Area GEIS Draft Scoping Document.

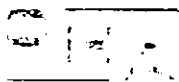
All comments are being reviewed and will be given consideration in the preparation of the Final Scoping Document for the Airport Area GEIS.

We greatly appreciate the information which you have provided thus far and hope for your continued involvement throughout the process.

Sincerely,

  
Mary Burke  
Senior Planner

*An Equal Opportunity Employer*



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ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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SHAWN H. BELTMAN, P.E.

## DIS. PROJ. DEVELOP.

RAYMOND J. KELLEY, JR.

## SERVICE PROJ. MANAGERS

DAVID C. KELLY

February 9, 1990

Mr. John Politis  
Director of Emergency Medical Services  
1653 Central Avenue  
Albany, New York 12205

RE: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01.10

Dear Mr. Politis:

This is in regards to our telephone conversation February 6, 1990 concerning the impacts of the above referenced project on emergency medical services in the Town or Village of Colonie.

The purpose of the Draft Generic Environmental Impact Statement (DGEIS) is to evaluate the potential impacts of anticipated development through the year 2005. Impacts will be evaluated in relationship to municipal services and specifically, emergency medical services. A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. This translates into nearly 5,350 new residents and 33,000 new jobs in the study area alone by the year 2005.

Based on this information, we request that you analyze the impact this anticipated development may have on the Town's emergency medical services and its ability to continue to provide adequate service. Any other information you can provide regarding plans for emergency medical services such as new equipment and training through the year 2005 would be greatly appreciated.

Mr. John Politis  
Director of Emergency Medical Services

February 9, 1990  
Page 2

I will be contacting you to discuss the anticipated development scenario and any comments or questions you may have regarding this matter. Thanking you in advance for your prompt response. If you have any questions, please do not hesitate to contact me.

Very truly yours,

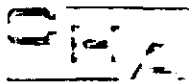
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Jean Loewenstein  
Environmental Planner

JL:lg  
1912-C.7  
Enclosure

cc: Susan Tatro  
Mary Burke  
Mark Fitzsimmons  
David Marinucci  
Paul Cooney



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RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID C. KELLY

November 16, 1989

Mr. John Masko, Director  
Albany County Airport  
2nd Floor Terminal Building  
Albany, New York 12210

Re: Airport Operations/Albany County Airport Area GEIS  
CHA File: 1912

Dear Mr. Masko:

As per our conversation yesterday, I would appreciate any information which you could make available to me regarding operations of commercial air carriers at Albany County Airport. Specifically, I am looking for data on take-offs and landings of the major commercial airlines and commuter air carriers that use the airport.

With regard to the operations of general aviation aircraft, including air freight operations, I will follow your suggestion and contact Tom Esposito, Acting Tower Manager, to obtain this information.

Thank you for your cooperation and assistance. I look forward to hearing from you shortly.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

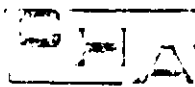
  
Lawrence A. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.11

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

Tel: 518-453-4500

FAX: 518-458-1735



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ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

## PARTNERS

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## DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

## SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Dr. Thomas Brown, Superintendent  
South Colonie School District Office  
102 Loralee Drive  
Albany, New York 12205

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Dr. Brown:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the South Colonie School District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the South Colonie School District may expect as many as 1,140 new housing units and as much as 3,058,639 square feet of new commercial space to be constructed during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

31 WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

TEL 518-458-4500

FAX 518-458-1735

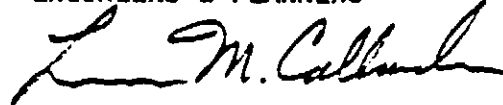
Dr. Thomas Brown, Superintendent  
South Colonie School District

January 9, 1990  
Page 2

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.S2  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsimmons  
David Marinucci

*jean*

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& ASSOCIATES**  
ENGINEERS & PLANNERS  
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SHAWN - VELTMAN, P.E.

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RAYMOND L. KINLE, JR.

SERVICE GROUP MANAGER

DAVID C. KELLY

February 5, 1990

Captain Oliver L. James  
Town of Colonie Police Department  
Memorial Town Hall  
Newtonville, New York 12128

RE: AIRPORT AREA DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT  
CHA FILE: 1912.01.10

Dear Captain James:

Enclosed, please find a map of the study area with traffic volume projections for the peak hour at key intersections through the year 2005. It is important to note that these are preliminary projections based on our best estimate of the growth that could occur in the study area over the next 15 years, and does not represent a development proposal or plan.

The growth scenario we are evaluating could result in an additional 6,000+ residents within the study area through the year 2005.

If you have any questions, please do not hesitate to contact me. Thanking you in advance for your prompt response.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

*Jean Loewenstein*

Jean Loewenstein  
Environmental Planner

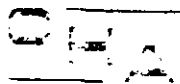
JL/lg/1912-C.5  
Enclosures

cc: Susan Tatro  
Mary Burke  
Mark Fitzsimmons  
David Marinucci  
Paul Cooney

III WINNERS CIRCLE • P.O. BOX 5269 • ALBANY, NEW YORK 12205-5269

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FAX: 518-458-1735



# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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## DIR. PROJ. DEVELOP.

RAYMOND L. KINLEY, JR.

## SERVICE GROUP MANAGER

DAVID C. KELLY

February 6, 1990

Mr. Catalto, Assistant Superintendent  
Niskayuna Central School District  
1239 Van Antwerp Road  
Niskayuna, New York 12309

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01.10

Dear Mr. Catalto:

As you requested, please find a copy of our January 9, 1990 correspondence to the superintendent in regards to the above referenced project.

It is anticipated that the housing units built in the portion of the study area located in the Niskayuna School District will be single family units. Based on the existing homes and new construction in the area, the majority of these homes may cost \$250,000 or more.

I would like to set up a meeting with you to discuss the impacts of this anticipated growth scenario on the school district and any questions or comments you may have regarding this matter. Thanking you in advance for your prompt response.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

  
Jean Loewenstein  
Environmental Planner

JL:cjn

1912-C.6

Enclosure

cc: Susan Tatro

Mary Burke

Mark Fitzsimmons

David Marinucci

Paul Cooney

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Tel: 518-453-4500

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ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

PARTNERS

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RONALD J. CLOUGH, P.E.

ASSOCIATES

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DIST. PROJ. DEVELOPER

RAYMOND J. KINLEY, JR.

SENIOR DESIGNER/MANAGER

DAVID C. KELLY

January 23, 1990

Chief Robert Napier  
145 Wade Road  
Latham, New York 12110

CHA File: 1912.01.10

Dear Chief Napier:

Enclosed please find a copy of our January 9, 1990 correspondence addressed to you.

As we discussed this date, our office is interested in the impacts of the anticipated development scenario in regards to added manpower, new equipment and associated costs.

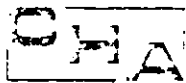
Should you have any questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

*Jean Loewenstein*  
Jean Loewenstein  
Environmental Planner

JL:cjn  
1912-C.2  
Enclosure



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ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Chief Edward Sim  
Colonie Village Fire District  
1631 Central Avenue  
Albany, New York 12205

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Chief Sim:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the Colonie Village Fire District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the Colonie Village Fire District may expect as many as 352 new housing units will be constructed but no additional commercial development is anticipated during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

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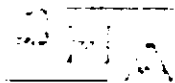
CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.F1  
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cc: Susan Tatro  
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Mark Fitzsimmons  
David Marinucci



# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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RAYMOND J. RUMANOWSKI, P.E.  
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SHAWN H. VELTMAN, P.E.

## DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

## SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Chief Gary Daigle  
Midway Fire District  
1956 Central Avenue  
Albany, New York 12205

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Chief Daigle:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the Midway Fire District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the Midway Fire District may expect as many as 347 new housing units and as much as 329,989 square feet of new commercial space to be constructed but no additional commercial development is anticipated during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

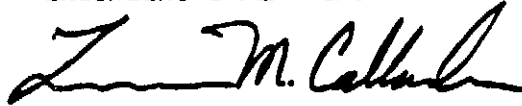
Tel: 518-453-4500

FAX: 518-458-1735

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.F3  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsimmons  
David Marinucci



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& ASSOCIATES**  
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DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Chief David Leonardo  
Shaker Road Fire District  
494 Albany Shaker Road  
Albany, New York 12211

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Chief Leonardo:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the Shaker Road Fire District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the Shaker Road Fire District may expect as many as 149 new housing units and as much as 2,057,816 square feet of new commercial space to be constructed but no additional commercial development is anticipated during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

Tel: 518-453-4500

FAX: 518-458-1735

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

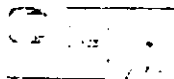
CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.F4  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsimmons  
David Marinucci



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JAMES D. RYAN, P.E.

## PARTNER-EMERITUS

RONALD L. CLOUGH, P.E.

Chief Art Wagoner  
Latham Fire District  
P.O. Box 147  
Latham, New York 12110

RE: AIRPORT AREA DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)  
CHA FILE: 1912.01.10

Dear Chief Wagoner:

As you have requested, please find the future Land Use Map and Project Development Maps from the Boght Road-Columbia Street DGEIS as well as a listing of equipment, manpower and costs that will be necessary to continue to provide adequate fire service within the study area. Please note that the three districts involved (Latham, Boght and Maplewood) collaborated to present one list of equipment and cost estimates in order to avoid unnecessary duplication of costs and equipment.

In the Boght Road-Columbia Street area, it appears that slightly less than 60 acres of general office has been estimated near the Northway/Route 7 interchange. This could result in up to 1.3 million square feet of building space.

I hope this information is useful in your review of impacts of the potential development in the airport area. If you have any questions, please do not hesitate to contact me. Thanking you in advance for your prompt response.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

*Jean Loewenstein*  
Jean Loewenstein  
Environmental Planner

JL/1g

1912-C.4

Enclosure

cc: Susan Tatro  
Mary Burke  
Mark Fitzsimmons  
David Marinucci  
Paul Cooney

III WINNERS CIRCLE • P.O. BOX 5269 • ALBANY, NEW YORK 12205-5269

Tel: 518-453-4500

FAX: 518-458-1735

*jean*

## ASSOCIATES

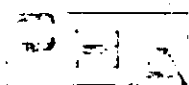
CHARLES L. BURNS, P.E.  
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WAYNE L. DEYETTE, P.L.S.  
PETER FAITH, P.E.  
JOHN M. KRUEGLER, P.E.  
RICHARD M. LOEWENSTEIN, P.E.  
MILTON G. MITCHELL, P.E.  
RAYMOND L. RUDOLPH, JR., P.E.  
SHAWN M. VELTMAN, P.E.

## DIST. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

## SERVICE GROUP MANAGER

DAVID G. KELLY



**CLOUGH, HARBOUR  
& ASSOCIATES**  
ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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PARTNER EMERITUS

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SHAWN H. VELTMAN, P.E.

DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Dr. Theodore Foot, Superintendent  
Niskayuna Central School District Office  
1239 Van Antwerp Road  
Niskayuna, New York 12309

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Dr. Foot:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the Niskayuna School District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the Niskayuna School District may expect as many as 205 new housing units and as much as 35,000 square feet of new commercial space to be constructed during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

Tel: 518-453-4500

FAX: 518-458-1735

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.S1  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsimmons  
David Marinucci

TOWN OF COLONIE

272 MAXWELL ROAD

LATHAM, NEW YORK 12110

ENGINEERING & PLANNING SERVICES DEPARTMENT  
TELEPHONE 482-0248

CORRESPONDENCE



Robert S. Mitchell  
DIRECTOR

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NOV 21 1989

November 17, 1989

CLOUGH, HARBOUR & ASSOCIATES

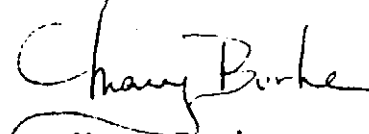
Larry Callander  
Clough, Harbour & Associates  
3 Winners Circle  
P.O. Box 5269  
Albany, New York 12205-5269

Dear Larry,

Enclosed please find a revised copy of the LUMAC recommendations for the Airport GEIS Study Area. In reviewing them I noticed that two of the LUMAC recommendations which fall within the study area were not included. These two recommendations appear as number 21 and 22 on the revised list.

If you should have any questions, please contact me.

Sincerely,

  
Mary Burke  
Senior Planner

enc; 1

*An Equal Opportunity Employer*

Revised November 17, 1989

The following recommendations which were made by the LUMAC in their Land Use Management Program Technical Report, 1988 lie within the Airport GEIS Study Area.

- 1.) A Business E-2 District is recommended for the "Undeveloped District" adjacent to the Airport (vicinity of British American). Existing land uses in this area are characterized by various businesses and office park development of varying scale. With an intensely developed single-family residential neighborhood located directly to the west, a Business E-2 District provides an appropriate and compatible transition from the Commercial H and Industrial F Districts located directly to the east.

In regard to this recommendation, British American has a number of concerns. Mainly, a Business E-2 District would not allow for warehouse development. Based on various correspondence and conversations with British American it was determined that the LUMAC Subcommittee should further review this recommendation and look at a Commercial H District with the use of extensive buffers between their property and their residential neighbors to the west. A Commercial H District is compatible with the overall area and would accommodate planned future development in the Airport Park by British American.

- 2.) A Business E-2 District is recommended for the "Undeveloped District" which extends north from the Village of Colonie to Route 155 bounded by South Family Road to the west and Allegheny Drive to the east.

A Business E-2 District would reflect existing development and would allow for greater control in the future development of this area which lies in the Watervliet Shaker Historic District. Additionally, a substantial greenbelt should be established to provide a connector from the residential area to the west and the Ann Lee Pond to the east. This should be worked into any future development.

- 3.) A Land Conservation District is recommended for the Ann Lee Pond and environs due to the environmental significance and sensitivity of the area.

- 4.) A Commercial H District is recommended for that "Undeveloped District" located to the east of Ann Lee Pond and south of Albany Shaker Road. This area is currently surrounded on three sides by an existing Commercial H District. Any future development proposed for this area should be required to take appropriate measures to prevent any encroachment or adverse impact to the Ann Lee Pond Area and its' environs.

- 5.) The Watervliet Shaker Historic District should be included within a local "Historic District".
- 6.) The "Undeveloped District" located in the Kelley Road vicinity is currently developed with older residential homes, many of which have been purchased by the County under their acquisition program. Currently, the Federal Aviation Administration is pressuring the County to complete this acquisition program by purchasing the remaining residences in those areas most impacted by noise. Consistent with surrounding zoning and location of this area, a Commercial H District is recommended.
- 7.) A Residential A-2 District is recommended for the "Undeveloped District" located to the west of Dussault Drive. A park is proposed for this area to serve the residential neighborhood directly to the east.
- 8.) A Business E-2 District is recommended for the "Undeveloped District" which lies to the south of Route 7 and to the west of Wade Road.
- 9.) A Business E-2 District extending for 2,400 feet in a westerly direction is recommended for the Business E and E-1 Districts located to the west of Wade Road and south of Route 7.
- 10.) A Residential A-1 District is recommended for that area adjacent to and immediately surrounding the Vly Creek.
- 11.) A Transition District is recommended for that portion of Route 7 located on the south side, beginning at a point approximately 1,600 feet east of Garling Drive and extending to a point approximately 800 feet west of Garling Drive.
- 12.) Any modifications proposed in the existing use of large tracts of land, privately or institutionally owned should be carefully evaluated for compatibility with the Airport and other features of the area.
- 13.) The environmentally sensitive lands of the Stump Pond should be protected through public acquisition or the provision of suitable conservation easements.
- 14.) A Transition District is recommended for that portion of Route 7 on the north side, beginning at a point approximately 200 feet east of Perry Avenue, extending to a point approximately 360 feet west of Knadler Drive and extending 350 feet to the north.

This area currently lies within a Business E-1 District and extends 500 feet in from Route 7. It is recommended that the Transition District extend 350 feet in from Route 7 and the remaining 150 feet be rezoned to a Residential A-2 District to reflect existing uses in the area.

- 15.) It is recommended that the "Undeveloped District" adjacent to the Mohawk River be rezoned to Residential A-1 and Land Conservation Districts in response to the environmental sensitivity of the area and to allow for development consistent with existing land uses.
- 16.) Land within the River Road area extending from the Shaker Creek to the Town Line and to the beginning of the Business E District on Route 7 currently lie within a Residential A-2 District. Due to the environmental sensitivity of this land and potential noise problems associated with the operation of the Airport it is recommended that this area be rezoned for low-density single-family uses as reflected by the Residential A-1 or proposed Large Lot Residential Districts.
- 17.) It is recommended that the northerly limit of the commercial district located on the north side of Route 7 be related to the natural topographical boundary in this area.
- 18.) CDTC prepared a draft long range transportation system plan for the Wolf Road/Albany Shaker Road - Airport corridor. This long range plan was preliminarily recommended as the transportation plan for the Wolf Road Area to the year 2005. This plan should be endorsed by the Town and cooperative implementation of its recommendations pursued with County and State Authorities, these projects include the following;
- Continued traffic operational improvements along the Wolf Road and Albany Shaker Road - Airport corridors.
  - Completion of a service road network on the east and west sides of Wolf Road (CDTC envisions the need by 1990).
  - Establishment of a more complete road network on the east and west sides of Wolf Road to allow for more convenient access and the dispersion of traffic.
- 19.) Transition land uses and/or open space buffers are recommended between intensive commercial and residential land uses.
- 20.) The existing Senior Citizens District should be rezoned to the predominate adjacent commercial use of Business E and, in response to specific proposals Senior Citizens Floating Zones considered by the Town Board at more appropriate residential locations.

- 21.) The existing "Undeveloped District" located on the corner of Vly and Watervliet Shaker Roads to the south, should be encompassed by the existing Business G District located on New Karner Road.
- 22.) An extension of the existing Residential A-2 District to encompass the "Undeveloped District" located on the northern corner of Vly and Watervliet Shaker Roads is recommended.

see  
white  
space  
on zoning map

11



November 20, 1989

NOV 21 1989

Mary Burke, Senior Planner  
Dept. of Engineering & Planning Services  
Town of Colonie  
272 Maxwell Road  
Colonie, New York 12110

Re: Comments - DGEIS Scoping Document  
Albany Co. Airport Area DGEIS

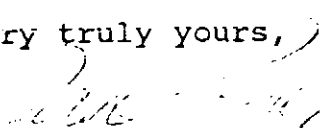
Dear Ms. Burke:

As an interested party, the Capital District Transportation Authority would like to see more specific reference to the airport in the revised scoping document.

In light of the importance of this facility, the scoping document should provide some insight as to how the airport will be treated, and also, what studies are to be incorporated in the analysis for the Draft Generic Environmental Impact Statement for the Albany County Airport Study Area.

Please feel free to call me if there are any questions regarding our comments. My number is 482-1125.

Very truly yours,

  
Jack M. Reilly, Ph.D.  
Director of Planning &  
Development

ek

Robert G. Lyman  
Chairman  
Albany County

Bernard A. Fleishman  
Vice Chairman  
Rensselaer County

Anthony J. Sabatello  
Second Vice Chairman  
Schenectady County

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Hamilton D. South  
BG, USMC, (Ret)  
Albany County

Dennis J. Fitzgerald  
Executive Director

Michael G. Breslin  
General Counsel

# TOWN OF COLONIE

272 MAXWELL ROAD

LATHAM, NEW YORK 12110

ENGINEERING & PLANNING SERVICES DEPARTMENT  
TELEPHONE 482-0248



Robert S. Mitchell  
DIRECTOR

December 21, 1989

Jack M. Reilly, Ph.D.  
Director of Planning and Development  
Capital District Transportation Authority  
110 Watervliet Avenue  
Albany, New York 12206

Dear Mr. Reilly,

We would like to thank you and your organization for taking the time to prepare comments in response to the Airport Area GEIS Draft Scoping Document.

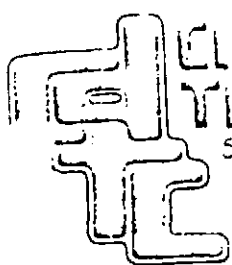
All comments are being reviewed and will be given consideration in the preparation of the Final Scoping Document for the Airport Area GEIS.

We will be contacting you in the near future to arrange for a time to further discuss your anticipated plans in regard to the Airport.

Sincerely,

Mary Burke  
Senior Planner

*An Equal Opportunity Employer*



**CAPITAL DISTRICT  
TRANSPORTATION COMMITTEE**  
5 COMPUTER DRIVE WEST ALBANY, N.Y. 12205 518-458-2161

**RECEIVED**

DEC 04 1989

CLOUGH HARBOUR & ASSOCIATES

**CORRESPONDENCE**

NOV 29 1989

November 28, 1989

Ms. Mary Burke  
Town of Colonie  
Engineering and Planning Services  
272 Maxwell Road  
Latham, New York 12110

Re: Albany County Airport Area GEIS  
November 9, 1989 Meeting Notes

Dear Mary:

My remarks summarized in Item 12 of the above-referenced meeting notes regarding service roads, signalization, driveway consolidation, and access management in general, were incorrectly interpreted. Any connection with defining land-use development scenarios for the study was not intended; rather, I raised arterial management as a separate issue that the study should explicitly consider, given the significant public and private investment in highway improvements likely to evolve from this study effort. Please refer to Item 6 of CDTC's letter of November 6, 1989 to Rob Mitchell for further clarification of this point.

Please call me should you have any questions.

Sincerely,

*Dave*

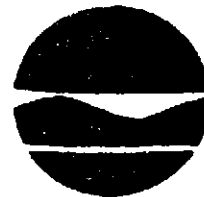
David P. Jukins, P.E.  
Senior Transportation Engineer

Enc.

jtm

New York State Department of Environmental Conservation  
2176 Guilderland Avenue, Schenectady, New York 12306

Telephone (518) 382-0680



Thomas C. Jorling  
Commissioner

December 21, 1989

Ms. Mary Burke  
Colonie Engineering & Planning Services Dept.  
Town of Colonie  
272 Maxwell Road  
Latham, New York 12110

Re: Albany Airport Area GEIS

Dear Ms. Burke:

The GEIS offers an opportunity not simply to respond to existing and projected development trends, but also to offer some real choices in alternative development/growth management scenarios. Clearly, a study like this can attempt to standardize development performance standards, (for example, stormwater control) and identify infrastructure needs (e.g. road improvements).

Some growth is obviously inevitable in a free market economy with private ownership of land. The key question is, what is the character that the community wishes to maintain through controls on such growth. Are there areas which are more suitable for growth and, therefore, the inducement should be for the growth to occur there, and are there areas which need to be maintained in a relatively open, undeveloped, natural state to meet the open space needs of the community.

I feel very strongly that there are such open natural areas remaining in the GEIS study area for which more severe land use restrictions and other strategies are needed if these open areas are to be preserved for present and future residents. It is these open space amenities coupled with the other features and services of the area which presumably make it a desirable place for people to live and work. Once developed, these open space areas will be effectively lost forever. This is why it is extremely important now that the hard choices be made to protect these natural open areas.

Some specific comments that I have:

1. In evaluating different development scenarios, the benefits of growth (i.e. tax revenues, job creation, commerce activity, etc.) must be evaluated against the cost of such development. For example, such cost may include infrastructure improvements (roadways, water lines, sewer lines, etc.), whose cost may outweigh the benefits. This will present a much truer picture of

costs and benefits so that different alternative development and conservation scenarios can be evaluated as objectively as possible and provide a clearer picture for the hard choices that may have to be made in development controls and infrastructure improvements.

2. As discussed above, undeveloped open space/natural areas are a rapidly dwindling resource in Colonie particularly around the airport/Wolf Road area. This makes the establishment and maintenance of permanent open space green belt areas a vital necessity. This means not only providing for certain areas that have parks which receive relatively intensive recreational use, but also protecting natural habitat areas for wildlife and can also be enjoyed by the public engaged in passive recreational activities such as hiking, bird watching and environmental education by Colonie/Albany County school and other groups. Existing development/roadway/open space patterns in the area, I feel that the nucleus of such open space green belt areas should consist of the Ann Lee Pond, Watervliet Shaker Historic District including the several hundred acres of freshwater wetlands associated with the pond and Stump Pond as well as Shaker Creek and Headwaters. Other areas include the Shaker Creek corridor, the Mohawk River and associated freshwater wetlands, the Shaker Creek Tributary on the east side of the airport and associated wetlands, freshwater wetland and tributary near Avis Drive, and the Shaker Ridge Country Club/Hill House area as well as Town Parks and portions of the 100 year flood plans.

Through a combination of existing publicly owned land, acquisitions, land donations, open space set asides from development projects, and limitations on the expansion of infrastructure, a fairly extensive open space green belt area could be fashioned in each of these areas. Retaining the contiguous nature of these lands is extremely important in order to maintain their viability and quality as natural eco-systems. Small isolated pockets of open space would quickly degrade into areas of marginal wildlife habitat and desirable open spaces for public use. I have enclosed a sketch map which identifies these areas and provides some general outline for these green belts. The critical part of this effort would be identifying and committing available public monies for key acquisitions, severely restricting development (e.g. downzoning) in those areas and perhaps stepped transition zones adjacent to the green belts. It would also call for requiring the clustering of development to insure open space set asides to preserve as much as

these green belt areas as possible in a contiguous fashion. One possible mechanism to help soften impact on landowners of such restrictions might be a creative use of the transfer development rights provisions. These open space green belts should also encompass the existing town parks and the hundred year floodplain.

3. The flip side of open space preservation is which areas should be allowed and encouraged to grow. This would mean providing the improvements, such as infrastructure and the incentives for developers and landowners to focus growth in these specified areas. Given that roadways are now being identified as a key infrastructure element in any growth scenarios or growth projections, it perhaps should be recognized that given the exponential growth in vehicle miles traveled, it is unlikely that highway improvements will withstand over capacity for very long. This means that in certain high density areas, new ways must be found to move people that don't entail the personal automobiles. It is hard to argue with the convenience, desirability and the freedom to use one's personal automobile. However, we are reaching the point that not only the cost in both dollars and loss of valuable open spaces is reaching unaffordable limits, but also that even if we are willing to pay those costs, the traffic improvements don't solve the problems for very long. A new approach to growth management which concentrates growth in selected areas may, in fact, provide the density and critical mass necessary for a mass transit service which will effectively draw people from their automobiles.
4. The proposed airport exit 3 access road alignment presented in transportation studies to date are in clear conflict with the State's Freshwater Wetland's Laws besides cutting through the existing Albany County Nature and Historic Preserve. Improving access to the airport from the Northway has been identified as a need and a priority. However, I do not see how the need can be met if the proposed alignment is the only option being seriously considered as the freshwater wetlands law and regulations in addition to the State Environmental Quality Review Act is extremely stringent and restrictive in protecting wetlands of the type found in the Ann Lee Pond area. There is a real need to come up with a creative solution for airport access which focuses on existing roadway rights-of-way. This would allow such an effort to focus on reaching an environmentally acceptable solution which focuses on meeting the transportation need to which all involved agencies can readily agree and can be implemented expeditiously.

5. Looking at alternative development scenarios, it may be that with proper development controls, i.e. more restrictive than is now currently the case, that the interim traffic improvements called for in the CDTC studies done to date in the airport/Wolf Road area could become all that is needed in much of key parts of the study area as development restrictions obviate the need the much more extensive and expensive transportation improvements identified in those studies.
6. As the GEIS identifies the different regulatory jurisdictions and policies, it should provide an analysis and recommendations where it is possible to align the different policies and restrictions among the different levels of government. For example, freshwater wetland areas among others could conceivably be zoned "Conservation" similar to that found along the Mohawk River. Such an alignment would send a clear message regarding areas to be protected and preserved as well as those where growth is to be encouraged.
7. The GEIS should provide an analysis and direction regarding the standardization of development performance standards among the different levels of regulatory jurisdiction and government.


For example, adoption of a stormwater control standard, which controls both quantity and quality. We have been using a 50-year, 24 hour storm in recent projects in the Ann Lee Pond, Shaker Creek watershed. However, Department guidance about to be finalized and released is looking at a more stringent 100-year design standard.

Erosion sedimentation controls are also a necessity to protect water quality. Our approach currently is to require control such as haybales, silt fences and sedimentation/stormwater control ponds to be in place before any other substantial earth moving or construction work is accomplished. Seeding and mulching to minimize open areas both during and immediately after construction is also a must.

Some other important standards would be architectural controls in the Watervliet Shaker Historic District. We are currently utilizing the Watervliet Shaker Historic Society as a vehicle to provide guidance to us and to developers on this aspect. The Town's proposed Watervliet Shaker Historic District Commission could serve as such a vehicle when and if it is established.

I hope these comments are of help arriving at a final scope for the GEIS. I strongly support and encourage this effort and stand ready to provide whatever assistance and information DEC Region 4 has available.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "William J. Clarke".

William J. Clarke  
Regional Permit Administrator  
Region 4

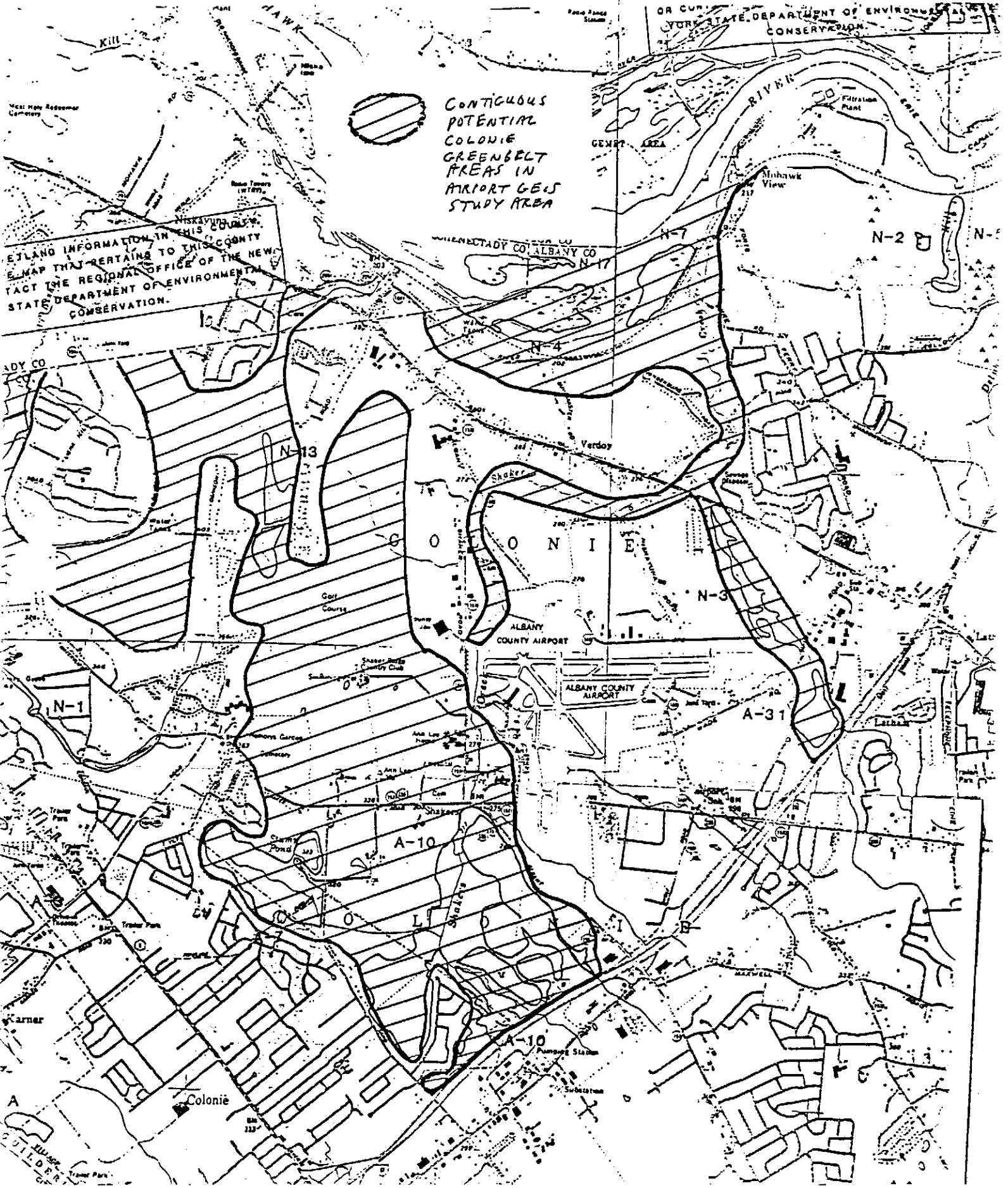
Encl.

cc: J. Magee  
M. Fitzsimmons  
P. Cooney  
M. Schwarz  
J. Poorman

WJC/dl/12WC19

CONTIGUOUS  
POTENTIAL  
COLONIE  
GREENBELT  
AREAS IN  
AIRPORT G-15  
STUDY AREA

ETLAND INFORMATION IN THIS COUNTY  
E MAP THAT PERTAINS TO THIS COUNTY  
TACT THE REGIONAL OFFICE OF THE NEW  
STATE DEPARTMENT OF ENVIRONMENTAL  
CONSERVATION.





# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 3, 1990

Mrs. Phoebe Bender  
c/o Shaker Heritage Society  
1848 Shaker Meeting House  
Albany, New York 12211

Dear Mrs. Bender:

As per our phone conversation on November 29, 1989 I would like to thank you for sharing your views and information regarding the background of the Shaker Heritage Society and the present and future development within the Watervliet Shaker-Historic District and adjacent airport area.

Your knowledge of the topics involved and cogent comments regarding harmonious development for the area were greatly appreciated.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

Carol L. Sweet  
Planner

CLS:cjn

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205 - 5269

Tel: 518 - 453 - 4500

FAX: 518 - 458 - 1735

## ALBANY COUNTY SEWER DISTRICT

P. O. BOX 4187

ALBANY, NEW YORK 12204

TELEPHONE - AREA CODE 518 - 447-1611

COMMISSIONER

WILLIAM N. McNULTY  
CHAIRMANWILLIAM J. GREENE, P.E.  
EXECUTIVE DIRECTORJOSEPH V. ZUMBO  
COUNSELJOHN F. FORNER, JR.  
PAUL F. COONEY, P.E., L.S.  
VINCENT J. McARDLE, JR.  
CHARLES E. CAHILL

January 18, 1990

RECEIVED

JAN 22 1990

CLOUGH HARBOUR &amp; ASSOCIATES

Mr. John W. Frazer, Jr., I.E.  
Project Coordinator  
Clough, Harbour & Associates  
P.O. Box 5269  
Albany, New York 12205-5269Re: Airport Area DGEIS  
Impact on Sewage Treatment

Dear Mr. Frazer:

This is to answer your letter of January 17, 1990. Although projected loadings are not provided, the Town of Colonie should have adequate capacity for normal development for areas presently within the Sewer District to at least 1990 and probably beyond.

The vast majority of the subject area is outside the Sewer District. I believe this area is within the Town of Colonie Pure Waters District. There is no capacity for any area outside the Sewer District. Any reserve capacity has already been allotted among the eight communities within or partially within the Sewer District.

If you have not already done so, I suggest you contact the Town of Colonie Pure Waters District in this regard.

Very truly yours,

A handwritten signature in dark ink, appearing to read "WJ Greene", is written over a horizontal line.

William J. Greene, P.E.  
Executive Director

.JG:dd

cc: Board of Commissioners  
Counsel  
Joseph Chiefari, Director, Pure Waters Town of Colonie

**CLOUGH, HARBOUR  
& ASSOCIATES**

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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SHAWN H. VELTMAN, P.E.

DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 23, 1990

Mr. Joseph Stockbridge  
Director of Environmental Services  
1319 New Loudon Road  
Cohoes, New York 12047

Re: **Albany Area Draft Generic Environmental Impact Statement**  
CHA File: 1912.01.10

Dear Mr. Stockbridge:

As you may be aware, Clough, Harbour & Associates is currently preparing a Draft Generic Environmental Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically, the Town of Colonie landfill.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005.

Based on this information, we request that you analyze the impact which this anticipated development may have on the Town Landfill's ability to meet future demands for services and specifically, capacity. Any other information you can provide regarding Town plans for the Landfill as well as recycling and waste reduction programs through the year 2005 would also be appreciated.

I will be contacting you to discuss the anticipated development scenario and any questions or comments you may have regarding this

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

Tel: 518-453-4500

FAX: 518-458-1735

matter. Thank you for your assistance. If you have any questions, please do not hesitate to contact me.

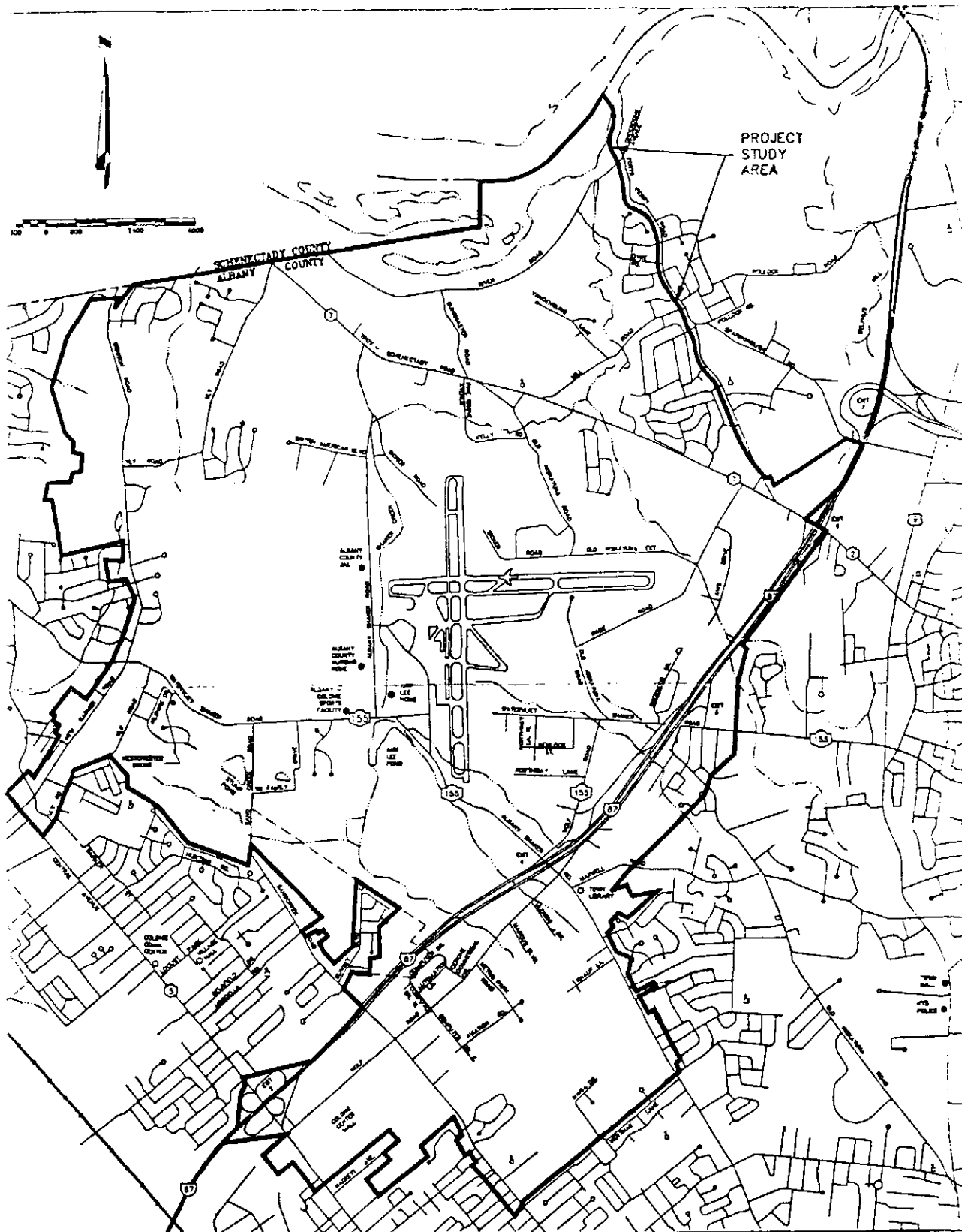
Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

  
Jean Loewenstein  
Environmental Planner

JL:cjn  
1912-C.3  
Enclosures

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsimmons  
David Marinucci



**CLOUGH, HARBOUR  
& ASSOCIATES**  
ENGINEERS & PLANNERS  
5 BARNES CIRCLE ALBANY, N.Y. 12208

## STUDY AREA BOUNDARY

## AIRPORT AREA GENERIC ENVIRONMENTAL IMPACT STATEMENT

RECEIVED  
CORRESPONDENCE FEB 21 1990

CLOUGH HARBOUR & ASSOCIATES

TOWN OF COLONIE  
DEPARTMENT OF ENVIRONMENTAL SERVICES  
1319 NEW LOUDON ROAD  
COHOES, NY 12047

OFFICE MEMORANDUM

783-2827

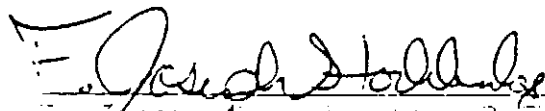
DATE: February 19, 1990  
TO: Ms. Jean Loewenstein, Clough Harbour and Assoc.  
FROM: F. Joseph Stockbridge, P.E.  
Director  
SUBJECT: Town of Colonie Airport Area DGEIS

Enclosed are my comments per the request in your letter of January 23, 1990.

Subsequent to the generation of my comments an additional question was raised which is not directly related to the DGEIS but is of a more general nature. The result of this study will be a report of some volume. Is it feasible and possible to print the report on recycled paper? If it was your inclination to use recycled paper and since recycled paper is somewhat hard to obtain I suggest you contact your printer to request he order the paper in advance of your completion of the first draft of the report.

Just a thought.

If you have any questions please contact me.

  
F. Joseph Stockbridge, P.E.  
Director

cc: Mr. [illegible]  
cc: Mr. [illegible]

TOWN OF COLONIE  
ENVIRONMENTAL SERVICES

1319 NEW LOUDON ROAD  
COHOES, NY 12047

-----  
Telephone 783-2827



F. JOSEPH STOCKBRIDGE  
Director of  
Environmental Services

February 19, 1990

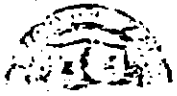
Ms. Jean Loewenstein  
Environmental Planner  
Clough Harbour and Assoc.  
111 Winners Circle  
P.O. Box 5269  
Albany, New York 12205-5269

Re: Town of Colonie Airport DGEIS

Dear Ms. Loewenstein:

I have reviewed the information contained within your letter of January 23, 1990 and present the following comments for your consideration:

Based upon the information regarding housing units we would expect the generation of an additional 6890 tons of waste materials per year if these are single family units. These materials will be comprised of 25 to 40 percent recyclable materials (1722.50 to 2756 tons of recyclable newspaper, glass, metals, plastics, cardboard per year). To facilitate the recycling of these materials the housing units should be required to have recycling space included in their designs (Kitchen, Laundry, Bathroom, Garage and storage areas). Kitchen areas should include adequate storage areas to allow bulk purchase of food stuffs, reuseable food storage containers, large capacity freezer units, location of an under-the-counter recyclable materials storage container. Use of garbage disposals should also be evaluated in regard to the waste water treatment and sludge generation concerns. If use of water purification units is being considered, the unit being considered should be evaluated for quantity of waste produced. Selection of fixtures and appliances should evaluate the useful life of the unit and ability to repair the unit in place of replacement of the unit and the materials the unit is constructed from and the ability to recycle or concerns for disposal of the unit.



TOWN OF COLVILLE  
ENVIRONMENTAL SERVICES

Page 2

As a complement to this, we should stress the benefit of use of recycled materials in the materials and products to be used in these homes (For example the use of recycled cellulose insulation).

The size of the housing units lots should be of adequate size to allow for backyard composting of lawn and garden materials if the home owner wishes.

In regard to the collection of refuse and recyclable materials from these homes, the roadway system should be designed to accept both conventional refuse collection (packer) trucks and the possible collection of recyclables by collection trailers. For this reason all corners should not have a restrictive or tight radius and any dead end streets or cul-de-sacs should provide an adequate turn around areas for these vehicles.

During the construction of these homes we should stress the use of a construction demolition debris recycling firm to reduce the amount of materials that require disposal

In design of the construction of the roadway system the builder should evaluate the possibility of utilizing secondary materials (tires, glass) as paving materials.

In design of the construction of the buildings the builder should evaluate the possibility of utilizing wood chip particle board in non-structural areas in-place of plywood.

The commercial development poses a problem to estimate the amount of waste or recyclable materials that they will generate due to the unknown nature of the commercial operation. Depending on the type and nature of the operation the quality and quantity of wastes generated could vary significantly.

The need to provide adequate space for solid waste management and recycling by a commercial operation should be stressed with any potential commercial developer. This should include separation and storage areas for recyclable materials which meet the required fire and building codes. If office space is to be included in these commercial areas, office equipment (i.e. two

sided copiers, fax machines, computers, disk file systems) which minimize the generation of wastes should be stressed as well.

The Town is developing a Comprehensive Solid Waste Management Plan which will be completed in December, 1990. A part of this plan will be a comprehensive recycling plan. The development and implementation of the recycling program is being developed concurrently with the plan. On September 17, 1989 the Town initiated the Interim Residential Recycling Program. This program involves the operation of eight residential recycling drop off sites located across the Town at various days of the week (7:00 A.M. to 4:00 P.M. Monday through Friday and 7:00 A.M. to 3:00 P.M. on Saturday) which are manned by staff of this Department. At these sites we accept Newspapers, Glass Bottles, Plastic Bottles, Metal Cans and Corrugated Cardboard in large open or compartmentized roll off containers. Also at the landfill we accept waste oil and large metal appliances. The materials are brought back into the landfill where the loads are combined and taken to the various markets we have for the materials (Newspaper - Bonded Insulation Comp. Hagamann, NY., Plastics - Clearvue Resources Ltd., Amsterdam, NY., Metals - Kelly Freedman and Son, Green Island, NY., Glass - Used by Town as aggregate in landfill maintenance building foundation and Asphalt Plant., Corrugated Cardboard - U.S. Recycling Corp. Albany, NY., and Waste Oil - Sheldon Oil, Nassau, NY. Starting on February 5, 1990 the Town initiated an office paper recycling program for all Town buildings.

Starting on July 15, 1990 the commercial wastes received at the sanitary landfill will be inspected for recyclable materials content. If wastes are presented for disposal which contain recyclable materials the wastes will be declared to be a mixed waste commodity for which a tipping fee of \$35.00 per ton. This differs from wastes which are solely refuse wastes without recyclables which are charged a \$30.00 per ton tipping fee. We believe that the economic incentive to recycle will be used through the remainder of 1990 and in early 1991 the Town will make a prohibition on disposal of recyclable materials in the Sanitary Landfill.

Projected to start in early summer of 1990 (July or August, 1990) the collection of residential recyclable (Same five materials presently accepted in Interim Recycling Program) materials at the residents curb side by the existing private waste collection companies will start. These materials will be brought to a Materials Recovery Facility (MRF) to be located on an adjacent site of the existing sanitary landfill site. The MRF is to be constructed and operational by July, 1991. The facility is

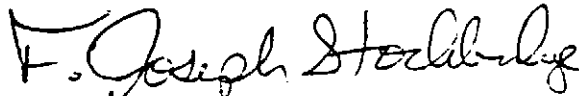
Page 4

intended to be bale and light processing operation to provide an efficient means of handling the materials and assure the recyclable materials quality. Both Residential and Commercial recyclable materials may be brought separately to the Materials Recovery Facility at no charge.

We anticipate the addition of several other materials to the residential and commercial recycling program in the future. These being batteries, styrofoam, office paper, tires, soft plastics and household hazardous materials.

There is a large number of activities or projects that we are and will be developing and implementing over the near and long term. Several of these will potentially affect your study. If you have any questions or wish to discuss any of these comments please don't hesitate to contact me. If I come up with additional questions, comments or concerns I will contact you.

Sincerely,



F. Joseph Stockbridge, P.E.  
Director

cc: E. Field  
P. Burgdorf  
R. Mitchell

*Printed on 100% Recycled Paper*



# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Chief Al Miller  
Fuller Road Fire District  
1342 Central Avenue  
Albany, New York 12205

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Chief Miller:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the Fuller Road Fire District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the Fuller Road Fire District may expect as many as 390 new housing units and as much as 1,852,508 square feet of new commercial space to be constructed but no additional commercial development is anticipated during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

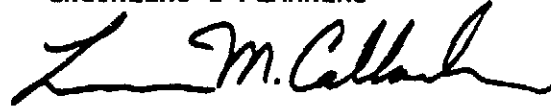
Tel: 518-453-4500

FAX: 518-458-1735

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.F2  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsommons  
David Marinucci

# Fuller Road Fire Department, Inc.

\*\*\*

1342 CENTRAL AVENUE  
ALBANY, NEW YORK 12205

RECEIVED

FEB 27 1990

ALOUGH HARBOUR & ASSOCIATES

February 21, 1990

Clough Harbour and Associates  
3 Winners Circle  
Albany, New York 12205

Dear Ms. Loewenstien,

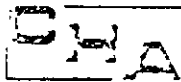
This is to advise you that the projected increase in the Fuller Road Fire Department budget will be approximately 1.7 million dollars.

In this projection is the possibility of a new substation and more additional expenses in fire department gear, training and new members.

Yours Truly,

*Al Miller*  
Al Miller

Chief



# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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SHAWN H. VELTMAN, P.E.

## DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

## SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Chief James Flater  
Town of Colonie Police Department  
Memorial Town Hall  
Newtonville, New York 12128

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Chief Flater:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the Town of Colonie Police Department.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005.

Based on this information, we request that you analyze the impact which this anticipated development may have on the police department's ability to meet future demands for services. Any other information you can provide regarding departments plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

III WINNERS CIRCLE P.O. BOX 5269 ALBANY, NEW YORK 12205-5269

Tel: 518-453-4500

FAX: 518-458-1735

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.P1  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsommons  
David Marinucci



Chief Of Police  
JAMES W. FLATER

TOWN OF COLONIE  
OFFICE OF THE CHIEF OF POLICE

MEMORIAL TOWN HALL  
NEWTONVILLE, NEW YORK 12121  
518-783-2811



Captains  
RAYMOND G. HAHN  
OLIVER L. JAMES JR.

RECEIVED

MAR 08 1990

CLOUGH HARBOUR & ASSOCIATES

March 6, 1990

Ms. Jean Loewenstein  
Clough Harbour & Associates  
24 Aviation Road  
Albany, New York 12205

CORRESPONDENCE

Re: Airport Area Draft Generic Environmental Impact  
Statement. CHA File 1912:02

Dear Ms. Loewenstein:

This letter is in response to your correspondence dated January 9, 1990 concerning anticipated increased police services; specifically the possible need for the Town of Colonie Police Department to hire additional personnel to provide police service to this new proposed area.

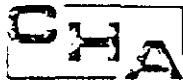
Based on calculations of calls for service from the zone located in this impact area (zones 2,4,6 &7), I would anticipate the need to hire an additional nine officers; (six patrol officers, one traffic safety investigator, and one supervisory person at the sergeants level. The impact sample information was obtained by utilizing a formula developed by the International Association Of Chiefs of Police titled "Determining Staff Requirements."

I trust that the above information will be helpful in developing your "DGEIS" for the airport corridor. If I can be of further help, please feel free to contact Captain Raymond G. Hahn or Captain Oliver L. James, Jr. of my staff who will provide you with any needed assistance.

Sincerely yours,

*James W. Flater*  
James W. Flater  
Chief of Police

JWF:cl



# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

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DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

January 9, 1990

Mr. Charles Szuberla, District Superintendent  
North Colonie School District  
P.O. Box 708  
Newtonville, New York 12128-0708

Re: Airport Area Draft Generic Environmental Impact Statement  
CHA File: 1912.01

Dear Mr. Szuberla:

Clough, Harbour & Associates, as authorized by the Town and Village of Colonie and Albany County, is currently preparing a Draft Generic Environmental Impact Statement (DGEIS) for the Airport Area in order to evaluate the potential impacts of anticipated development through the Year 2005. The DGEIS will evaluate the impacts of the potential growth scenario in relationship to municipal services, and specifically the North Colonie School District.

A map highlighting the boundaries of the Airport Study Area is enclosed for your information. Based on anticipated residential and commercial development, it has been projected that the entire study area may include as many as 2,080 new housing units and as much as 12,700,000 square feet of new commercial space by the year 2005. More specifically, we project that the North Colonie School District may expect as many as 735 new housing units and as much as 9,642,141 square feet of new commercial space to be constructed during this planning period.

Based on this information, we request that you analyze the impact which this anticipated development may have on the school district's ability to meet future demands for services. Any other information you can provide regarding district plans through the year 2005 would also be appreciated.

Ms. Jean Loewenstein of our office will be contacting you to set up a meeting to discuss the anticipated development scenario and any questions or comments you may have regarding this matter.

3 WINNERS CIRCLE • P.O. BOX 5269 • ALBANY, NEW YORK 12205 - 5269

Tel: 518-453-4500

FAX: 518-458-1735

I thank you in advance for your cooperation and assistance. If you have any further questions, please do not hesitate to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS



Lawrence M. Callander  
Sr. Environmental Planner

LMC:cjn  
1912.S3  
Enclosure

cc: Susan Tatro  
Bob Mitchell  
Mark Fitzsimmons  
David Marinucci

RECEIVED

JAN 12 1990

January 10, 1990 CLOUGH HARBOUR & ASSOCIATE

CORRESPONDENCE

Mr. Lawrence M. Callander  
Senior Environmental Planner  
Clough, Harbour and Associates  
3 Winners Circle  
P.O. Box 5269  
Albany, New York 12205-5269

Re: Airport Area Generic Environmental Impact Statement

Dear Mr. Callander:

In response to your letter of January 9, regarding the above-referenced matter, please be advised as follows:

1. The 735 additional housing units projected for the area by the year 2005 would generate approximately 370 public school students. If this was the only development to occur in the district, and if that development were spaced evenly over the 15 year period, it would cause no undue problem for the North Colonia schools. However, such is not the case, as the recent GEIS for the Boght area revealed. Airport area development combined with the GEIS projected growth for the Boght area by the year 1999, would cause serious overload problems for the schools. For example, district projections currently indicate enrollment growth of 738 students by the year 1999. The GEIS projections for the Boght and Airport areas indicate enrollment growth of 1814 students, or 1076 more than the number projected by the school district.

The impact of such added numbers would be: K-6 - construction of new elementary school; 7-8 - a substantial addition to the present junior high school; and 9-12 - an even larger addition to Shaker High School.

2. The housing and commercial development projected in the Airport area GEIS would also exacerbate present traffic problems for district school buses along Route 7, and the Albany-Shaker Road - Wolf Road area. Such traffic problems translate to slower bus runs and the potential for accidents at the district level.

In my judgement, it is not possible to consider the impact of development in one area in isolation from other projected development in the district. In so considering the overall impact of development in the Airport and Boght areas, I conclude that such development would be to the detriment of the North Colton Central Schools, in that it would generate a significantly larger number of students than that presently projected by the district. This would result in added expenses for facilities, equipment and personnel that would not be offset by school taxes. (Present gross cost/student is \$6131. There are few houses in the district that pay school taxes approaching that figure).

Please feel free to contact me directly if I can be of any further assistance in this matter.

Sincerely yours,



Charles A. Giuberta  
Superintendent of Schools

- c. Board of Education  
A. Delaughter, Town Planner  
B. Platt, Ch. Town Planning Board  
C. P. McManus  
R. Gara



# CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

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SHAWN H. VELTMAN, P.E.

DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

October 17, 1989

Mr. John Ozard  
Senior Wildlife Biologist  
Significant Habitat Unit  
Wildlife Resources Center  
Game Farm Road  
Delmar, New York 12054

Re: Albany County Airport Area Generic Environmental Impact Statement  
CHA File: 1912.01.07

Dear Mr. Ozard:

Our firm is presently preparing a Generic Environmental Impact Statement on behalf of the Town of Colonie Planning Board for the area surrounding the Albany County Airport in the Town of Colonie and Village of Colonie, Albany County.

Part of our work includes the identification of any significant habitat and/or rare or endangered plant or animal species that may be present within the project area. I have enclosed a map of this study area and would appreciate it if you would review the unit's files to determine if there are any areas of concern which should be brought to our attention. For your information, the study area is located entirely within the Albany and Niskayuna U.S.G.S. 7.5 minute quadrangles.

Please feel free to contact me if you have any questions. Thanks for your cooperation and assistance.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES  
ENGINEERS & PLANNERS

Lawrence M. Callander  
Senior Environmental Planner

Enclosure  
LMC:hrs  
1912-c.1

3 WINNERS CIRCLE • P.O. BOX 5269 • ALBANY, NEW YORK 12205 - 5269

Tel: 518-453-4500

FAX: 518-458-1735

New York State Department of Environmental Conservation

Information Services  
Wildlife Resources Center  
Delmar, NY 12054-9767

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OCT 30 1989



GLOUGH HARBOUR & ASSOCIATES

October 20, 1989

Thomas C. Jorling  
Commissioner

Mr. Lawrence M. Callander  
Clough, Harbour & Associates  
3 Winners Circle, PO Box 5269  
Albany, New York 12205-5269

CORRESPONDENCE

Dear Mr. Callander:

We have reviewed the Significant Habitat Program and the Natural Heritage Program files with respect to the Environmental Impact Statement you are preparing for the Albany County Airport Area in the Town of Colonie, Albany County, New York.

We did not identify any potential impacts on endangered, threatened, or special concern wildlife species, rare plant, animal or natural community occurrences, or other significant habitats.

The absence of data does not necessarily mean that rare or endangered elements, natural communities or other significant habitats do not exist on or adjacent to the proposed site, but rather that our files currently do not contain any information which indicates the presence of these. Our files are continually growing as new habitats and occurrences of rare species and communities are discovered. In most cases, site-specific or comprehensive surveys for plant and animal occurrences have not been conducted. For these reasons, we cannot provide a definitive statement on the presence or absence of species, habitats or communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

This response applies only to known occurrences of rare animals, plants and natural communities and/or significant wildlife habitats. You should contact our regional offices(s), Division of Regulatory Affairs, at the address(es) on the enclosed list for information regarding any regulated areas or permits that may be required (e.g., regulated wetlands) under state law.

If this proposed project is still active one year from now we recommend that you contact us again so that we can update this response.

If we can be of further assistance please do not hesitate to contact us.

Sincerely,

*B. Buffington*  
Burrell Buffington  
Significant Habitat Unit

NEW YORK STATE DEPT. OF ENVIRONMENTAL CONSERVATION REGULATORY AFFAIRS  
REGIONAL OFFICES

<u>REGION</u>	<u>COUNTIES</u>	<u>NAME</u>	<u>LOCATION</u>
Region 1	Nassau Suffolk	Robert Greene	Bldg. 40, SUNY Stony Brook, NY 11790
Region 2	New York City	Barbara Rinaldi	Hunter Point Plaza 47-40 21st Street Long Island City, NY 11101
Region 3	Dutchess Orange Putnam Rockland Sullivan Ulster Westchester	Ralph Manna	21 South Putt Corners Road New Paltz, NY 12561
Region 4	Albany Columbia Delaware Greene Montgomery Otsego Rensselaer Schenectady Schoharie	Jeffrey Sama	2176 Guilderland Avenue Schenectady, NY 12306
Region 5	Clinton Essex Franklin Fulton Hamilton Saratoga Warren Washington	Richard Wild	Route 86 Ray Brock, NY 12977
Region 6	Herkimer Jefferson Lewis Oneida St. Lawrence	Randy Vaas	State Office Building 317 Washington Street Watertown, NY 13601

OVER

Region 7

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Chenango  
Cortland  
Madison  
Onondaga  
Oswego  
Tioga  
Tompkins

Allan Coburn

P. O. Box 1169  
Fisher Avenue  
Cortland, NY 13045

Region 8

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Genesee  
Livingston  
Monroe  
Ontario  
Orleans  
Schuyler  
Seneca  
Steuben  
Wayne  
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Albert Butkas

6274 East Avon-Lima Road  
Avon, NY 14414

Region 9

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Cattaraugus  
Chautauqua  
Erie  
Niagara  
Wyoming

Steven Boleski

600 Delaware Avenue  
Buffalo, NY 14202