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SERVICE GROUP MANAGER

DAVID O. KELLY

September 21, 1989

TO: Supervisor Frederick G. Field, Jr., Town of Colonie
Mayor Herbert Kuhn, Village of Colonie
Thomas J. Jorling, Commissioner, NYS Dept. of Environmental Conservation
William Clark, Region 4, Permit Administrator, NYSDEC
Richard W. Carlson, NYS Department of Transportation
Director, Albany County Department of Public Works
Director, Albany County Health Department
Executive Director, Albany County Sewer District
Chairman, Albany County Industrial Development Agency
Chairman, Town of Colonie Zoning Board of Appeals
Chairman, Town of Colonie Sign Review Board
Director, Latham Water District
Director, Town of Colonie Sewer District
Chairman, Town of Colonie Industrial Development Agency
Robert Graf, Chairman, Village of Colonie Planning Commission
James Barba, Chairman, Village of Colonie Zoning Board of Appeals
Charles Szuberla, Superintendent, North Colonie School District
Thomas Brown, Superintendent, South Colonie School District
Theodore Foot, Superintendent, Niskayuna School District

RE: Albany County Airport Area GEIS
CHA File: 1912.01.05

As a result of recognition by the Town of Colonie, the County of Albany and the Village of Colonie that development within the area surrounding the Albany County Airport, as shown on the attached map, may have a significant effect on the environment, the Town, County, and Village have agreed that a Generic Environmental Impact Statement should be prepared.

It is proposed that the Town of Colonie Planning Board be the Lead Agency with respect to preparation of the GEIS. A copy of Part 1 of the Environmental Assessment Form (EAF) is attached for your review.

We request that, as an involved agency, you respond within 30 days of the date of this notice, indicating whether you concur with designation of the Planning Board as Lead Agency. If we do not hear from you within 30 days, we will assume you have no objection.

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

Tel: 518-453-4500

FAX: 518-458-1735

We anticipate that, once Lead Agency is established, a scoping session will be held to identify issues to be addressed in the GEIS. You will be notified of the scoping session time and place at a later date.

Should you have any questions, please be sure to contact me.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS



Larry M. Callander
Senior Environmental Planner

LMC/kc

1912-1

Enclosures

cc: Capital District Transportation Authority
Albany County Planning Department
Capital District Transportation Committee

Appendix A

State Environmental Quality Review

FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE—Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: ☒ Part 1 ☒ Part 2 ☒ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the agency that:

- ☐ A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration will be prepared.**
 - ☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.***
 - ☒ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration will be prepared.**
- * A Conditioned Negative Declaration is only valid for Unlisted Actions

Albany County Airport Area GEIS

Name of Action

TOWN OF COLONIE PLANNING BOARD

Name of Lead Agency

PETER E. PLATT

Print or Type Name of Responsible Officer in Lead Agency

CHAIRMAN

Title of Responsible Officer

Peter E. Platt

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

OCTOBER 24 1989

Date

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not require new studies, research or investigation. If information requiring such additional work is unavailable, so indicate in each instance.

NAME OF ACTION Albany County Airport Area Generic Environmental Impact Statement		
LOCATION OF ACTION (Include Street Address, Municipality and County) Central Section of Town of Colonie, North & East Sections of Village of Colonie, Albany County		
NAME OF APPLICANT/SPONSOR Town of Colonie Planning Board		BUSINESS TELEPHONE (518) 482-0248
ADDRESS 272 Maxwell Road		
CITY/PO Latham	STATE NY	ZIP CODE 12110
NAME OF OWNER (if different)		BUSINESS TELEPHONE ()
ADDRESS		
CITY/PO	STATE	ZIP CODE

DESCRIPTION OF ACTION

Preparation of Generic Environmental Impact Statement (GEIS) for the Albany County Airport Area, in the Town and Village of Colonie, Albany County, New York.

Please Complete Each Question—Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

- Present land use: ☐ Urban ☐ Industrial ☒ Commercial ☒ Residential (suburban) ☐ Rural (non-farm)
☒ Forest ☐ Agriculture ☐ Other _____
- Total acreage of project area: 8,300 acres.

APPROXIMATE ACREAGE (to be evaluated in GEIS)	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24, 25 or ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	_____ acres	_____ acres
Other (Indicate type) _____	_____ acres	_____ acres
- What is predominant soil type(s) on project site? varies (to be discussed in GEIS)
 - Soil drainage: ☐ Well drained _____ % of site ☐ Moderately well drained _____ % of site
☐ Poorly drained _____ % of site
 - If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the Land Classification System? NA acres. (See 1 NYCRR 370)
- Are there bedrock outcroppings on project site? ☐ Yes ☒ No
 - What is depth to bedrock? _____ (in feet)

- Approximate percentage of proposed project site with slopes: N/A ☐ 0-10% ☐ 10-15% ☐ 15% or greater ☐ %
7. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or the National Registers of Historic Places? ☒ Yes ☐ No
8. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? ☒ Yes ☐ No
9. What is the depth of the water table? varies (in feet)
10. Is site located over a primary, principal, or sole source aquifer? ☐ Yes ☐ No ☐ Unknown, to be determined
11. Do hunting, fishing or shell fishing opportunities presently exist in the project area? ☐ Yes ☒ No
12. Does project site contain any species of plant or animal life that is identified as threatened or endangered? ☐ Yes ☐ No ☐ According to Unknown, to be discussed in GEIS
Identify each species _____
13. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations) ☐ Yes ☐ No ☐ Describe Unknown, to be discussed in GEIS
14. Is the project site presently used by the community or neighborhood as an open space or recreation area? ☒ Yes ☐ No ☐ If yes, explain Shaker Ridge Country Club, Ann Lee Pond, Heritage Park.
15. Does the present site include scenic views known to be important to the community? ☐ Yes ☐ No ☐ Unknown, to be discussed in GEIS.
16. Streams within or contiguous to project area: Shaker Creek
a. Name of Stream and name of River to which it is tributary Mohawk River
17. Lakes, ponds, wetland areas within or contiguous to project area:
a. Name Ann Lee Pond, Stump Pond, DEC Wetlands A-7, b. Size (in acres) >100ac.
18. Is the site served by existing public utilities? ☒ Yes ☐ No A-10, N-3, N-4, N-7, N-13, N-17
- a) If Yes, does sufficient capacity exist to allow connection? ☐ Yes ☐ No N/A
- b) If Yes, will improvements be necessary to allow connection? ☐ Yes ☐ No N/A
19. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No
20. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☒ No
21. Has the site ever been used for the disposal of solid or hazardous wastes? ☐ Yes ☐ No N/A

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
- a. Total contiguous acreage owned or controlled by project sponsor N/A acres.
- b. Project acreage to be developed: _____ acres initially; _____ acres ultimately. To be discussed in the GEIS.
- c. Project acreage to remain undeveloped N/A acres.
- d. Length of project, in miles: N/A (If appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed N/A %;
- f. Number of off-street parking spaces existing N/A; proposed N/A.
- g. Maximum vehicular trips generated per hour _____ (upon completion of project)? To be discussed in GEIS.
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure N/A height; N/A width; N/A length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? N/A ft

2. How much natural material (i.e., rock, earth, etc.) will be removed from the site? N/A tons/cubic yards
3. Will disturbed areas be reclaimed? ☐ Yes ☐ No ☒ N/A
- a. If yes, for what intended purpose is the site being reclaimed? N/A
- b. Will topsoil be stockpiled for reclamation? ☐ Yes ☐ No N/A
- c. Will upper subsoil be stockpiled for reclamation? ☐ Yes ☐ No N/A
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? N/A acres.
5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?
☐ Yes ☐ No N/A
6. If single phase project: Anticipated period of construction _____ months, (including demolition).
7. If multi-phased:
- a. Total number of phases anticipated _____ (number).
- b. Anticipated date of commencement phase 1 _____ month _____ year, (including demolition).
- c. Approximate completion date of final phase _____ month _____ year.
- d. Is phase 1 functionally dependent on subsequent phases? ☐ Yes ☐ No
8. Will blasting occur during construction? ☐ Yes ☐ No N/A
9. Number of jobs generated: during construction N/A; after project is complete N/A
10. Number of jobs eliminated by this project N/A
11. Will project require relocation of any projects or facilities? ☐ Yes ☐ No If yes, explain _____
12. Is surface liquid waste disposal involved? ☐ Yes ☐ No N/A
- a. If yes, indicate type of waste (sewage, industrial, etc.) and amount _____
- b. Name of water body into which effluent will be discharged _____
13. Is subsurface liquid waste disposal involved? ☐ Yes ☐ No N/A type _____
14. Will surface area of an existing water body increase or decrease by proposal? ☐ Yes ☐ No N/A
Explain _____
15. Is project or any portion of project located in a 100 year flood plain? ☒ Yes ☐ No
16. Will the project generate solid waste? ☐ Yes ☐ No N/A
- a. If yes, what is the amount per month _____ tons
- b. If yes, will an existing solid waste facility be used? ☐ Yes ☐ No
- c. If yes, give name _____; location _____
- d. Will any wastes **not** go into a sewage disposal system or into a sanitary landfill? ☐ Yes ☐ No N/A
- e. If Yes, explain _____
17. Will the project involve the disposal of solid waste? ☐ Yes ☐ No N/A
- a. If yes, what is the anticipated rate of disposal? _____ tons/month.
- b. If yes, what is the anticipated site life? _____ years.
18. Will project use herbicides or pesticides? ☐ Yes ☐ No N/A
19. Will project routinely produce odors (more than one hour per day)? ☐ Yes ☐ No N/A
20. Will project produce operating noise exceeding the local ambient noise levels? ☐ Yes ☐ No N/A
21. Will project result in an increase in energy use? ☐ Yes ☐ No N/A
If yes, indicate type(s) _____
22. If water supply is from wells, indicate pumping capacity N/A gallons/minute.
3. Total anticipated water usage per day N/A gallons/day
24. Does project involve Local, State or Federal funding? ☒ Yes ☐ No
If Yes, explain Town, Village of Colonie and Albany County to fund GEIS.

25. Approvals Required:

(See attached list of involved agencies) Type

Submital
Date

City, Town, Village Board	<input type="checkbox"/> Yes <input type="checkbox"/> No	Funding	
City, Town, Village Planning Board	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached list	
Town Zoning Board	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached list	
County Health Department	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached list	
Other Local Agencies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See attached list	
Other Regional Agencies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Alb. Co. DOH, Public Works	
State Agencies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	DOT, DEC	
Federal Agencies	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

C. Zoning and Planning Information

- Does proposed action involve a planning or zoning decision? ☐ Yes ☒ No
If Yes, indicate decision required:
☐ zoning amendment ☐ zoning variance ☐ special use permit ☐ subdivision ☐ site plan
☐ new/revision of master plan ☐ resource management plan ☐ other _____
- What is the zoning classification(s) of the site? varies
- What is the maximum potential development of the site if developed as permitted by the present zoning?
To be discussed in GEIS
- What is the proposed zoning of the site? N/A
- What is the maximum potential development of the site if developed as permitted by the proposed zoning?
To be discussed in GEIS
- Is the proposed action consistent with the recommended uses in adopted local land use plans? N/A ☐ Yes ☐ No
- What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?
N/A
- Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? N/A ☐ Yes ☐ No
- If the proposed action is the subdivision of land, how many lots are proposed? N/A
a. What is the minimum lot size proposed? N/A
- Will proposed action require any authorization(s) for the formation of sewer or water districts? ☐ Yes ☐ No
To be discussed in GEIS.
- Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? ☐ Yes ☒ No
a. If yes, is existing capacity sufficient to handle projected demand? ☐ Yes ☐ No
- Will the proposed action result in the generation of traffic significantly above present levels? ☐ Yes ☒ No
a. If yes, is the existing road network adequate to handle the additional traffic? ☐ Yes ☐ No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Kevin DeLaughter for Albany Co. Planning Board Date 9/22/89
Signature Kevin DeLaughter Title Planner, Town of Colonie

If _____ is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with _____ assessment.

Part 2—PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 asks that it be looked at further.
- The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- Answer each of the 19 questions in PART 2. Answer **Yes** if there will be any impact.
- Maybe** answers should be considered as **Yes** answers.
- If answering **Yes** to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

IMPACT ON LAND

1. Will the proposed action result in a physical change to the project site?
☐ NO ☒ YES

Examples that would apply to column 2

- Any construction on slopes of 15% or greater. (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.
- Construction on land where the depth to the water table is less than 3 feet.
- Construction of paved parking area for 1,000 or more vehicles.
- Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.
- Construction that will continue for more than 1 year or involve more than one phase or stage.
- Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.
- Construction or expansion of a sanitary landfill.
- Construction in a designated floodway
- Other impacts _____

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.) ☒ NO ☐ YES
- Specific land forms _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Mitigated Project Change
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

3 Will proposed action affect any water body designated as protected?
(Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)
☐ NO ☒ YES

Developable area of site contains a protected water body.

- Dredging more than 100 cubic yards of material from channel of a protected stream.
- Extension of utility distribution facilities through a protected water body.
- Construction in a designated freshwater or tidal wetland.
- Other impacts: Impacts to unclassified streams to be evaluated in GEIS

Examples that would apply to column 2

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.
- Construction of a body of water that exceeds 10 acres of surface area.
- Other impacts: _____

Examples that would apply to column 2

- Proposed Action will require a discharge permit.
- Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.
Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
- Construction or operation causing any contamination of a water supply system.
- Proposed Action will adversely affect groundwater.
- Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
- Proposed Action would use water in excess of 20,000 gallons per day.
- Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.
- Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.
- Proposed Action will allow residential uses in areas without water and/or sewer services.
- Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
- Other impacts: _____

Examples that would apply to column 2

- Proposed Action would change flood water flows

7

- Proposed Action is incompatible with existing drainage patterns.
- Proposed Action will allow development in a designated floodway.
- Other impacts: Drainage will be evaluated in the GEIS

7 Will proposed action affect air quality? ☐ NO ☒ YES

- Proposed Action will induce 1,000 or more vehicle trips in any given hour.

- Proposed Action will result in the incineration of more than 1 ton of refuse per hour.

- Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.

- Proposed action will allow an increase in the amount of land committed to industrial use.

- Proposed action will allow an increase in the density of industrial development within existing industrial areas.

- Other impacts:

Will Proposed Action affect any threatened or endangered species? Unknown, to be evaluated in the ☐ NO ☐ YES

- Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site.

- Removal of any portion of a critical or significant wildlife habitat.

- Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.

- Other impacts:

9 Will Proposed Action substantially affect non-threatened or non-endangered species? ☒ NO ☐ YES

- Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.

- Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.

10 Will the Proposed Action affect agricultural land resources?
Unknown, to be evaluated in the GEIS ☒ NO ☐ YES

- The proposed action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)

33

- | 1
Small to
Moderate
Impact | 2
Potential
Large
Impact | 3
Can Impact Be
Mitigated By
Project Change | |
|-------------------------------------|-------------------------------------|--|-----------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| ed in the GEIS. | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| evaluated in the GEIS. | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

11 Will proposed action affect aesthetic resources? ☒ NO ☐ YES
(If necessary, use the Visual EAF Addendum in Section 617.21, Appendix B.)

- Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.
- Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.

Project components that will result in the elimination or significant screening of scenic views known to be important to the area.

- Other impacts: _____

12. Will Proposed Action impact any site or structure of historic, pre-historic or paleontological importance? ☐ NO ☐ YES

- Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.
- Any impact to an archaeological site or fossil bed located within the project site.
- Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.
- Other impacts: _____

13 Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities? Unknown, to be

The permanent foreclosure of a future recreational opportunity
A major reduction of an open space important to the community.

- Other impacts _____

IMPACT ON TRANSPORTATION

- 14 Will there be an effect to existing transportation systems?
☐ NO ☒ YES

Examples that would apply to column 2

- Alteration of present patterns of movement of people and/or goods.
- Proposed Action will result in major traffic problems.
- Other impacts: Extent of impact to be evaluated in GEIS

IMPACT ON ENERGY

- 15 Will proposed action affect the community's sources of fuel or energy supply?
☐ NO ☒ YES

Examples that would apply to column 2

- Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.
- Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.
- Other impacts: _____

NOISE AND ODOR IMPACTS

- 16 Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?
☐ NO ☒ YES

Examples that would apply to column 2

- Blasting within 1,500 feet of a hospital, school or other sensitive facility.
- Odors will occur routinely (more than one hour per day).
- Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.
- Proposed Action will remove natural barriers that would act as a noise screen.
- Other impacts: Extent of impact to be evaluated in GEIS.

IMPACT ON PUBLIC HEALTH

- 17 Will Proposed Action affect public health and safety?
☒ NO ☐ YES

Examples that would apply to column 2

- Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.
- Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)
- Storage facilities for one million or more gallons of liquified natural gas or other flammable liquids.
- Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste
- Other impacts: _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
		unknown at this time
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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		unknown at this time
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

18 Will proposed action affect the character of the existing community?

☐ NO ☒ YES

Examples that would apply to column 2

- The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.
- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.
- Proposed action will conflict with officially adopted plans or goals.
- Proposed action will cause a change in the density of land use.
- Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.
- Development will create a demand for additional community services (e.g. schools, police and fire, etc.)
- Proposed Action will set an important precedent for future projects.
- Proposed Action will create or eliminate employment.
- Other impacts: Extent of impact to be discussed in
GEIS.

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	unknown at this time <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

19 Is there, or is there likely to be, public controversy related to potential adverse environmental impacts? ☐ NO ☒ YES

**If Any Action in Part 2 Is Identified as a Potential Large Impact or
If You Cannot Determine the Magnitude of Impact, Proceed to Part 3**

Part 3—EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions

Discuss the following for each impact identified in Column 2 of Part 2:

- Briefly describe the impact.
- Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
- Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources or value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

(Continue on attachments)

PART 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Due to the increasing development pressures within the Albany County Airport area, the cumulative effect of many proposed and/or future projects may have potentially significant impacts on the environment. These impacts could also have a major effect upon essential public facilities and services. As a result, it is appropriate to consider the preparation of a Generic Environmental Impact Statement (GEIS) for the Airport Area. The GEIS will examine potential impacts and necessary mitigation measures for a reasonable development scenario for a 15 year planning period. The GEIS will be distributed to all involved and interested agencies for review and comment.



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

ALBANY, NEW YORK • ROCKY HILL, CONNECTICUT

PARTNERS

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SHAWN H. VELTMAN, P.E.

DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

October 26, 1989

TO: Frederick G. Field, Supervisor, Town of Colonie
Herbert Kuhn, Mayor, Village of Colonie
Charles Cahill, Chairman, Albany County Legislature, Albany County IDA
Thomas J. Jorling, Commissioner, NYS Dept. of Environmental Conservation
William Clarke, Permit Administrator, Region 4, NYS-DEC
Richard W. Carlson, Commissioner, NYS Dept. of Transportation
Paul Cooney, County Engineer, Albany County Dept. of Public Works
Steven Lukowski, Dir., Albany County Health Dept., Env. Health Services
William Greene, Director, Albany County Sewer District
Jean Donovan, Chairman, Town of Colonie Zoning Board of Appeals
Steven Colter, Chairman, Town of Colonie Sign Review Board
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Joseph Chiefari, Director, Town of Colonie Pure Waters Department
Jay Sherman, Chairman, Town of Colonie IDA
Robert Graff, Chairman, Village of Colonie Planning Commission
James Barba, Chairman, Village of Colonie Zoning Board of Appeals
Charles Szuberla, Superintendent, North Colonie School District
Thomas Brown, Superintendent, South Colonie School District
Theodore Foot, Superintendent, Niskayuna School District
Eric Alsmeyer, New York Office, U.S. Army Corps of Engineers
Robert Mendez, New York District Office, Federal Aviation Administration

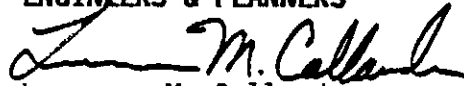
RE: Positive Declaration, Albany County Airport Area
Generic Environmental Impact Statement

As representatives of the Town of Colonie, we are hereby officially notifying your agency that the Town of Colonie Planning Board, as Lead Agency, has determined that a Generic Environmental Impact Statement should be prepared to analyze future development in the above named study area. Attached you will find a copy of the Positive Declaration.

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

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS

A handwritten signature in dark ink, appearing to read "Lawrence M. Callander". The signature is fluid and cursive, with the first name "Lawrence" written in a larger, more prominent script than the last name "Callander".

Lawrence M. Callander
Senior Environmental Planners

LMC:cjn
1912-6
Enclosures

cc: Town Planning Board
Susan Tatro, Town Attorney
Robert Mitchell, Town of Colonie
Mark Fitzsimmons, Albany County
David Marinucci, Colonie Village Attorney

617.21

Appendix E

State Environmental Quality Review

POSITIVE DECLARATION
Notice of Intent to Prepare a Draft EIS
Determination of Significance

Project Number _____

Date October 24, 1989

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Town of Colonie Planning Board, as lead agency, has determined that the proposed action described below may have a significant effect on the environment and that a Draft Environmental Impact Statement will be prepared.

Name of Action: Albany County Airport Area Generic Environmental Impact Statement (GEIS)

SEQR Status: Type I ☒
Unlisted ☐

Description of Action: As a result of increased development interest in the Albany County Airport area in the Town and Village of Colonie, it has been determined by the Town of Colonie Planning Board that a Generic Environmental Impact Statement is appropriate.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

The study area includes lands around the Albany County Airport within the Town and Village of Colonie, County of Albany, New York. See attached map of study area.

Reasons Supporting This Determination:

Due to the increasing development pressures within the Albany County Airport a cumulative effect of many proposed and/or future projects may have potentially significant impacts on the environment. These impacts could also have a major effect on essential public facilities and services. Potentially large impacts to surface and groundwater, air quality, aesthetic resources, transportation systems and neighborhood character have been identified and other impacts are, as yet, unknown. Therefore, the completed study and findings associated with proposed development will address these issues and provide the Town of Colonie, Village of Colonie and Albany County with a planning tool to manage future growth within the study area. This action will also assist the lead agency in forwarding the basic goal and purpose of SEQR as outlined in 6 NYCRR Part 617.1(c).

For Further Information:

Contact Person: Peter Platt, Chairman, Town of Colonie Planning Board

Address: 272 Maxwell Road, Latham, NY 12110

Telephone Number: (518) 482-0248

A Copy of this Notice Sent to:

- X Commissioner, Department of Environmental Conservation, 50 Wolf Road, Albany, New York 12233-0001
- X Appropriate Regional Office of the Department of Environmental Conservation
- X Office of the Chief Executive Officer of the political subdivision in which the action will be principally located.
 - Town of Colonie Zoning Board of Appeals
 - Latham Water District
 - Town of Colonie Sewer District
 - Town of Colonie Industrial Devel. Agency
 - Village of Colonie Planning Commission
 - Village of Colonie Zoning Board of Appeals
 - North Colonie School District
 - South Colonie School District
 - Niskayuna School District
 - Federal Aviation Adm. - NY Airports District Office
 - U.S. Army Corps of Engineers - NY District
- X Applicant (if any)
- X Other involved agencies (if any)
 - Colonie Town Board
 - Colonie Village Board
 - NYS Dept. of Transportation
 - Albany County Dept. of Public Works
 - Albany County Health Dept. Div. of Environmental Health Services
 - Albany County Sewer District
 - Albany County Legislature
 - Albany County Industrial Devel. Agency

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& ASSOCIATES**
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SHAWN H. VELTMAN, P.E.

DIR. PROJ. DEVELOP.

RAYMOND J. KINLEY, JR.

SERVICE GROUP MANAGER

DAVID O. KELLY

November 2, 1989

TO: Susan Tatro, Colonie Town Attorney
Mary Brizzell, Colonie Town Board Member
Peter Platt, Town of Colonie Planning Board
David Marinucci, Colonie Village Attorney
Paul Cooney, Albany County Engineer
Mark Fitzsimmons, Env. Management Director, Albany Co. Plan. Dept.
Charles Cahill, Albany County Legislature & Albany Co. IDA
Eric Alsmeyer, U.S. Army Corps of Engineers
Robert Mendez, Federal Aviation Administration
Fred Field, Colonie Town Supervisor
Herbert Kuhn, Colonie Village Mayor
Thomas Jorling, Commissioner, NYS Dept. of Environmental Conservation
William Clarke, NYS Dept. of Environmental Conservation, Region 4
Richard Carlson, Director, NYS Dept. of Transportation, Region 1, P&D
Stephen Lukowski, Albany Co. Health Dept., Div of Envir. Health Services
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James Barba, Village of Colonie, Zoning Board of Appeals
Charles Szuberla, North Colonie School District
Thomas Brown, South Colonie School District
Theodore Foot, Niskayuna School District
John Poorman, Capital District Transportation Committee
John Masko, Albany County Airport
Robert Lyman, Capital District Transportation Authority

RE: Development of Draft Scoping Document
Notice of Workshop Session
Albany County Airport Area DGEIS
CHA File No. 1912.01.02

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

Tel: 518 - 453 - 4500

FAX: 518 - 458 - 1735

As representatives of the Town of Colonie, we are officially notifying your agency that the Town of Colonie Planning Board, as lead agency, will hold a workshop session on November 9 at 8:00 AM to identify all significant environmental issues which should be addressed in the Albany County Airport Area DGEIS. The Planning Board would appreciate your participation at this meeting, as an interested or involved agency, to ensure that your concerns will be addressed in this document.

The meeting will be held at the above mentioned date and time at the offices of Clough, Harbour and Associates, 3 Winners Circle, Albany, New York. In advance of the November 9 workshop session, we have prepared a draft scoping document for your review and comment. The Town Planning Board will conduct a formal public scoping session at a date, time and location to be announced. As an interested or involved agency, you will also receive notification of this meeting.

If you have any questions or need directions to our office, please feel free to contact me at your convenience.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS AND PLANNERS



Lawrence M. Callander
Sr. Environmental Planner

LMC:cjn
1912-8
Enclosure

cc: R. Mitchell, Town of Colonie
M. Burke, Town of Colonie

**** DRAFT SCOPING DOCUMENT ****

ALBANY COUNTY AIRPORT AREA

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

I. PROJECT DESCRIPTION AND HISTORY:

A description of the study area boundaries will be included along with a discussion of existing development conditions. The need for the DGEIS will be discussed based on the report, Traffic Assessment for the Albany County Airport Area, prepared by the Capital District Transportation Committee (CDTC). A fifteen (15) year planning period will be used as a basis for the draft GEIS. Two (2) development scenarios, eight (8) years and fifteen (15) years, will be evaluated.

II. PHYSICAL ENVIRONMENTAL SETTING AND IMPACT ANALYSIS:

A. Land Use and Zoning:

Existing land use and zoning within the study area will be evaluated including a discussion of lands used for agricultural purposes and those properties owned by Albany County, the Town of Colonie and the Village of Colonie.

B. Geology, Topography and Soils:

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

C. Vegetation, Wildlife and Aquatic Ecology:

This section will rely heavily on readily available information on vegetation, wildlife and aquatic ecology for the Ann Lee Pond Nature and Historic Preserve. However, additional information will be gathered for this area and other sections of the study area. The New York State Department of Environmental Conservation (NYSDEC) Wildlife Resource Center and the NYSDEC Region 4 Office will be contacted to identify any rare, threatened or endangered animal or plant habitats, including regulated wetlands within the study area. Potential impacts and mitigation measures associated with projected development will be discussed. A general discussion of vegetative types and potential wildlife which may inhabit the study area will also be included.

D. Surface and Ground Water:

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

E. Hydrology, Drainage and Water Quality:

An analysis of existing drainage patterns (i.e., Shaker Creek) and flood prone areas will be provided. In addition, specific areas of water quality problems as they relate to the Albany County Airport activities will be addressed. Impacts and mitigation measures related to future development will be provided. In addition, costs for identified alternatives will be developed.

F. Utilities:

Water and sewer services in the study area will be analyzed. Specifically, this will include: 1) evaluation of existing water distribution and treatment systems for potable water and fire flows, 2) assessment of existing sewage collection and treatment facilities and, 3) evaluation of impacts and mitigation measures associated with the eight (8) and fifteen (15) year planning periods. In addition, Niagara Mohawk Power Corporation and the New York Telephone Company will be contacted to evaluate their ability to supply services based on the projected development demand.

G. Transportation/Traffic

Existing traffic data generated by the New York State Department of Transportation (NYSDOT), Albany County Department of Public Works, Capital District Transportation Committee (CDTC), the Town and Village of Colonie and other agencies, as appropriate, will be obtained and reviewed. Particular attention will be paid to the information available from CDTC as part of the Wolf Road and Albany County Airport Area traffic studies. Updated traffic counts throughout the study area will be conducted to update the 1987 traffic volumes determined by Albany County. The location and amount of new development that will likely occur in the years 1990-1998 will be identified and the trip generation potential of the anticipated development will be evaluated. Based on this analysis, 1988 design year traffic volumes will be projected.

Assuming the short term improvements noted by CDTC are in place, capacity analyses for 1998 traffic volumes will be conducted. (Note: These improvements do not include an I-87/Exit 3 airport connector.) This will provide the following information:

- o Maximum Peak Hour Traffic Volumes for each intersection approach upon the completion of the short term improvements.
- o The amount of available reserve capacity for each intersection approach upon completion of the short term improvements.
- o Based on the available reserve capacity, upon completion of the short term improvements, the amount of additional development that could be supported without exceeding the capacity of the roadway network in the airport vicinity will be estimated.
- o If the design capacity of any location is exceeded by the 1998 traffic volumes additional measures required to provide adequate capacity will be identified.

A general review of the "long term improvements" noted by CDTC for the study area will be conducted. Of specific concern is the alignment of the Exit 3 connector/Albany Shaker Road intersection and other impacts caused by the apparent inability to construct the new north-south arterial noted by CDTC. Using the 2005 traffic projections developed by CDTC, the lane arrangements required in the Albany Shaker Road area from Route 7 to I-87 without this arterial will be determined.

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

H. Air Quality

A Level one air analysis based on procedures outline in "NYSDOT Air Quality Analysis Procedures - PEG #42" of 10 key intersections within the study area will be conducted. This includes the intersections of the following streets/highways:

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

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

I. Noise:

Based on existing and available information, a discussion of impacts associated with airport related noise levels will be included. Appropriate mitigation measures will be identified. Information in this section will be developed using the Albany County Airport Noise and Land Use Capability Study of 1981.

III. SOCIOECONOMIC SETTING AND IMPACT ANALYSIS

A. Demographics

Demographic growth rates established in the CDTC traffic studies for the airport area based on the planning period year 2005 will be utilized for this section. Projected population for the 1998 planning period year will be extrapolated from data provided in the CDTC studies. In addition, projected population growth for those areas within the DGEIS boundary that were not included in the CDTC study area will be estimated. Criteria used for projections will be identified.

B. Economics:

Existing and future economic conditions based on projected growth through 1998 and 2005 will be discussed. Fiscal impacts to municipal and community services associated with future development within the study area will be addressed.

C. Historical and Archaeological Considerations:

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

D. Recreation and Open Space:

Included in this section will be a discussion of existing recreational facilities serving the study area. Impacts related to associated development for the eight (8) and fifteen (15) year planning periods for the user demand and carrying capacity of recreation facilities will be analyzed. Recommendations regarding required recreation and open space for associated development will be provided. Particular emphasis will be focused on the Ann Lee Pond Nature and Historic Preserve. Estimated costs will be prepared for projected improvements.

E. Municipal Services:

Current municipal services in the project area will be evaluated. These include schools, police, fire and ambulance services. Appropriate agencies will be contacted and projected user demands for the eight (8) and fifteen (15) year planning periods will be analyzed. Based on this analysis, projections for future need for municipal services will be provided.

F. Visual Resources:

This section will include a discussion of the physical character of the study area and a description of areas or sites of significant scenic or aesthetic value. Impacts on these visual resources for the eight (8) and fifteen (15) year planning periods will be identified and potential mitigation measures will be developed.

IV. ALTERNATIVES

A discussion of alternatives with respect to varying development densities, changes to existing zoning and, various financial mechanisms to fund necessary public improvements will be included. The no action alternative will also be evaluated in this section.

V. CUMULATIVE AND GROWTH-INDUCING IMPACTS:

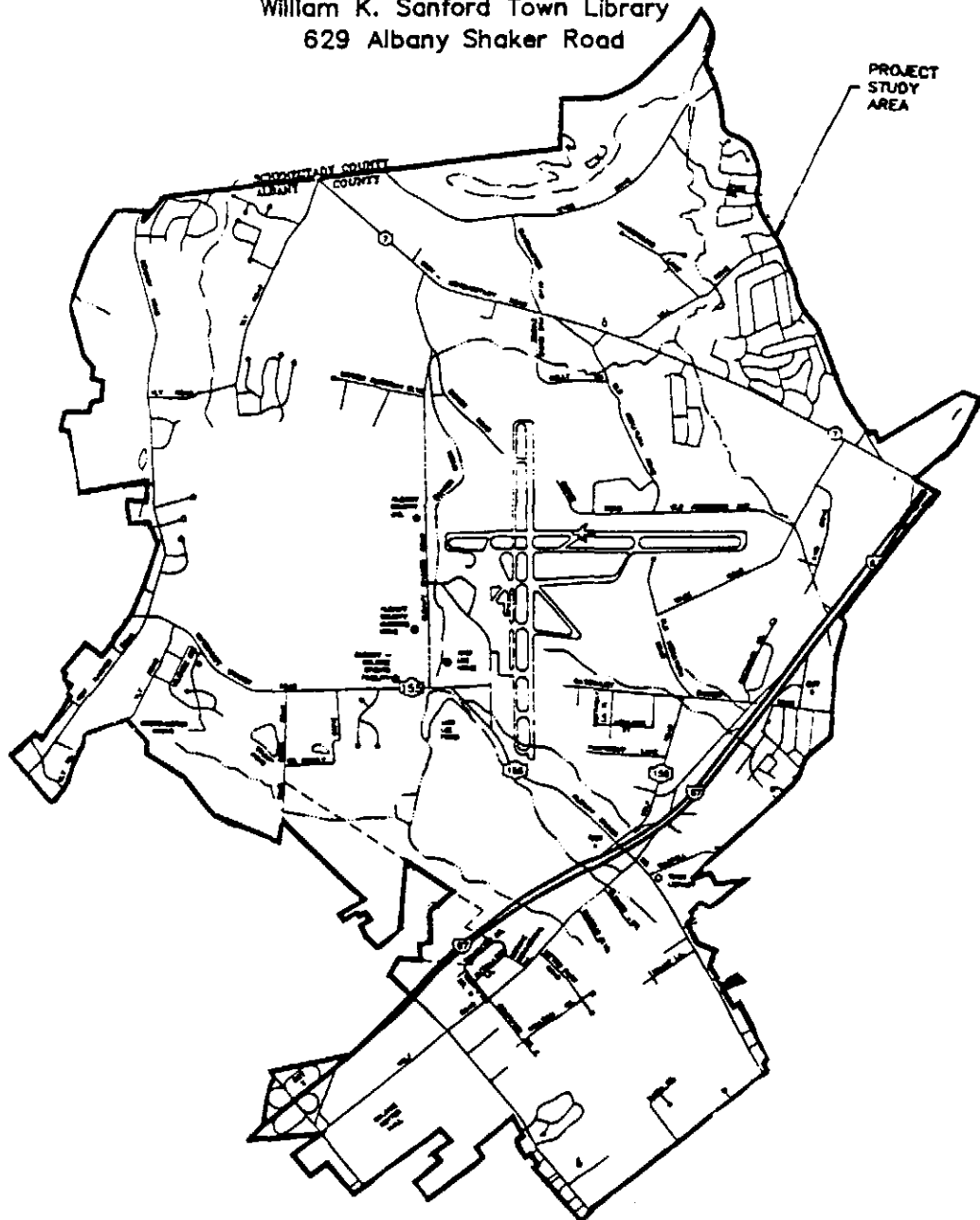
Potential growth impacts associated with proposed residential and commercial development within the study area will be characterized. This may include impacts to community facilities and services, the natural environment, cultural and aesthetic resources and, the local economy.

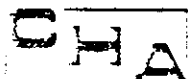
VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES:

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

VII. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS:

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





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 2, 1990

TO: Susan Tatro, Colonie Town Attorney
Mary Brizzell, Colonie Town Board Member
David Marinucci, Colonie Village Attorney
Paul Cooney, Albany County Engineer
Mark Fitzsimmons, Env. Management Director, Albany Co. Plan. Dept.
Charles Cahill, Albany County Legislature & Albany Co. IDA
Eric Alsmeyer, U.S. Army Corps of Engineers
Robert Mendez, Federal Aviation Administration
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Charles Szuberla, North Colonie School District
Thomas Brown, South Colonie School District
Theodore Foot, Niskayuna School District
John Poorman, Capital District Transportation Committee
John Masko, Albany County Airport
Robert Lyman, Capital District Transportation Authority

Re: Final Scoping Document-Airport Area Draft Generic EIS
CHA File: 1912

As representatives of the Town of Colonie Planning Board, we are enclosing a copy of the final scoping document for the above referenced generic

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

Tel: 518-453-4500

FAX: 518-458-1735

environmental impact statement for your information. This final scoping document was prepared based on input obtained from interested and involved agencies and the public. The Planning Board would like to thank those agencies that participated in this process.

If you have any questions pertaining to the enclosed, please feel free to contact me at your earliest convenience.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS

A handwritten signature in black ink, appearing to read "L. M. Callander", written in a cursive style.

Lawrence M. Callander
Sr. Environmental Planner

LMC:cjn
1912.M3
Enclosure

cc: Town of Colonie Planning Board
Mary Burke, Town of Colonie EPSD

**** FINAL SCOPING DOCUMENT ****

AIRPORT AREA

DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT (DGEIS)

I. PROJECT DESCRIPTION AND HISTORY:

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

II. PHYSICAL ENVIRONMENTAL SETTING AND IMPACT ANALYSIS:

A. Land Use and Zoning:

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

B. Geology, Topography and Soils:

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

C. Vegetation, Wildlife and Aquatic Ecology:

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

D. Surface and Ground Water:

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

E. Hydrology, Drainage and Water Quality:

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

F. Utilities:

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

G. Transportation/Traffic

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

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

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

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

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

H. Air Quality

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

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

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

I. Noise:

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

III. SOCIOECONOMIC SETTING AND IMPACT ANALYSIS

A. Demographics

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

B. Economics:

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

C. Historical and Archacological Considerations:

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

D. Recreation and Open Space:

Included in this section will be a discussion of existing recreational facilities serving the study area. Impacts related to associated development for the fifteen (15) year planning period for the user demand and carrying capacity of recreation facilities will be analyzed. Recommendations regarding required recreation and open space (i.e., those levels set aside for passive public recreational use) for associated development will be provided. Particular emphasis will be focused on the Ann Lee

Pond Nature and Historic Preserve. Historic or archaeologically significant and/or environmentally sensitive areas which might be appropriate for public acquisition will be identified. Estimated costs will be prepared for projected improvements.

E. Municipal Services:

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

F. Visual Resources:

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

IV. ALTERNATIVES

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

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

V. CUMULATIVE AND GROWTH-INDUCING IMPACTS:

Potential growth impacts associated with proposed residential and commercial development within the study area will be characterized.

This may include impacts to community facilities and services, the natural environment, cultural and aesthetic resources and, the local economy.

VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES:

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

VII. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS:

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

TOWN OF COLONIE

272 MAXWELL ROAD

LATHAM, NEW YORK 12110

ENGINEERING & PLANNING SERVICES DEPARTMENT

TELEPHONE 482-0248



RECEIVED

JAN 22 1990

Robert S. Mitchell
DIRECTOR

CLOUGH HARBOUR & ASSOCIATES

**To: Neighborhood and Business Associations
and
Interested Individuals**

**From: Peter E. Platt, Chairman
and
Town of Colonie Planning Board**

Date: January 12, 1990

Due to the increasing development pressures being experienced in the Airport Area, the Town of Colonie, the Village of Colonie and Albany County have agreed to study this area through the preparation of a Generic Environmental Impact Statement. It is anticipated that this Generic Environmental Impact Statement will be lengthy and somewhat complex. To enable the public to better understand the State Environmental Quality Review Act (SEQR) Process and to provide a brief overview of what the Generic Environmental Impact Statement is and what it accomplishes, the Town of Colonie Planning Board will be sponsoring a Public Educational Workshop to be held:

**Thursday, February 1, 1990
Memorial Town Hall
Route 9, Newtonville
Large Hearing Room, 7:00p.m.**

There will be a representative from the State Department of Environmental Conservation to answer any questions that people may have regarding the SEQR process and Generic Environmental Impact Statements.

An Equal Opportunity Employer

CLOUGH, HARBOUR & ASSOCIATES

ENGINEERS & PLANNERS

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SHAWN H. VELTMAN, P.E.

OUR PROJECT DEVELOP

RAYMOND J. KLEIN, JR.

SENIOR PROJECT MANAGER

DAVID D. KELLY

January 15, 1990

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

Re: Build-Out Scenario for 2005, Airport Area GEIS
CHA File: 1912.01

Dear Mary:

Clough, Harbour and Associates has completed our initial projection of future land use within the Airport Study Area. As requested by the Town and Village of Colonie and Albany County, our assessment of future development patterns is based on what we have termed the "build-out scenario". This scenario assumes that future real estate development will continue at a rapid rate of growth with no changes in existing zoning and no additional land use controls imposed by the municipalities.

Enclosed you will find a map and spreadsheet which shows the characteristics and locations of the various projects which are included in this build-out scenario. These projections are based on data provided by the Capital District Transportation Committee from their Wolf Road and Airport Area Traffic Assessments and on specific development proposals which have been submitted to the Town and Village of Colonie Planning Boards. In addition, Clough, Harbour and Associates have evaluated population and employment projections, prepared by the Capital District Regional Planning Commission, to identify additional development which is likely to occur in the study area by the end of the 15 year planning period. We will also be evaluating specific development proposals provided to us by various property owners as they become available.

In our opinion, this level of unconstrained development represents the maximum amount of growth which may occur in the study area by the year 2005. Based on this scenario, we have begun to evaluate the specific impacts which this development will have on the environment, transportation, municipal services

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

TEL: 518-453-4500

FAX: 518-453-1735

as well as other resources referred to in the final scoping document. Once we have a clear picture of these impacts we will contact you and set up a meeting to present our preliminary findings to the study committee and Town Planning Board.

After you have had an opportunity to review the enclosed material please feel free to call me if you have any questions or concerns.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS


Lawrence M. Callander
Sr. Environmental Planner

LMC:cjn
1912-1
Enclosures

cc: S. Tatro, Town Attorney
D. Marinucci, Village Attorney
P. Cooney, Albany County Engineer
M. Fitzsimmons, Albany County Planning
P. Platt, Town Planning Board Chairman

run date 1/4/90

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (BUILD OUT SCENARIO)
 IN THE AIRPORT STUDY AREA
 BY TRANSPORTATION ANALYSIS ZONE

(NOTE: THIS INCLUDES DATA ON KNOWN PROJECTS &
 DATA FROM CDIC'S AIRPORT AND MULTI ROAD STUDIES)

PROJ. NO.	ON MAP	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	OFFICE	RETAIL	WHOUSE	IND PARK MANUF	ACREAGE	ZONING
126		1 SHAKER RUN APT.	192						38 RES-B
126		2 SPEC. APT/TOWNHSE DEV.	160						27 R-1
		sub-total for taz 126	352	0	0	0	0	0	65
138		3 DELTA PROPERTIES			10,150				2 BUS E
138		4 COLONIE CENTER ADD.			355,000				19 BUS E
138		5 SPEC. OFFICE DEV.		17,500					2 BUS E
138		6 SPEC. RETAIL DEV.			23,000				10 BUS E
		sub-total for taz 138	0	17,500	308,150	0	0	0	33
139		7 FOREST MEADOWS SECT. 2	54						21 RES A-2, A-3
139		8 MINICK OFFICE ADD.		4,746					1 BUS E
139		9 ANDERSON CR. INC.		7,562					2 BUS E
139		10 ANDERSON PUD	112	375,000					97 RES A-3
139		11 SPEC. MULTI-FAM. HSG.	115						19 RES A-3
139		12 SPEC. SINGLE FAM. HSG.	43						17 RES A-3
139		13 SPEC. SF & MH HSG.	120						31 RES A-3
139		14 SPEC. SINGLE FAM. HSB.	95						65 RES A-3
139		15 SPEC. OFFICE & RETAIL DEV.		695,000	70,500				65 BUS E
139		16 NEW 200 ROOM HOTEL			70,500				9 BUS E
		sub-total for taz 139	339	1,007,300	70,500	0	0	0	376
140		17 NEW 200 ROOM HOTEL/MEDIA/CONF							10 BUS E
140		18 SPEC. RETAIL & OFFICE DEV.		231,050	55,000				25 BUS E
		sub-total for taz 140		231,050	55,000	0	0	0	35
155		19 RUTHMAN		9,444					0 BUS E
155		20 RUSSELL		18,400					1 BUS E-2
155		21 WEMLEY SQUARE PH. 2			51,000				7 BUS E-2
155		22 KARNER WOODS PH. 2		45,200					5 BUS E
155		23 ROSEWOOD PLAZA		35,000					
155		24 AMERICAN HEART BLDG.		7,860					
155		25 BRANDON PLACE		40,000					
		sub-total for taz 155		155,904	86,000	0	0	0	14
159		26 ASHFIELD ASSOC. (ENCL)		64,000					9 UNDEV
159		27 ALBANY AIRWAY		19,500					2 UNDEV
159		28 WESTBURY WOODS	279				109,000		125 RES A-2, A
159		29 NEMITH		300,000					20 COMM H
159		30 BBL OFFICE PARK		966,000					45 UNDEV
159		31 SPEC. SINGLE FAM. HSG	60						24 UNDEV

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (BUILD OUT SCENARIO) (NOTE: THIS INCLUDES DATA ON KNOWN PROJECTS & IN THE AIRPORT STUDY AREA DATA FROM LUDIC'S AIRPORT AND WOLF ROAD STUDIES) BY TRANSPORTATION ANALYSIS ZONE

PROJ. NO.	NO. ON MAP	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	OFFICE	RETAIL	WAREHOUSE	IND. PARK	MANUFACT.	ACREAGE	ZONING
159	32	SPEC. OFFICE DEVEL.	339	653,000	0	0	100,000	0	31	UNDEVELOPED
		sub-total for tax 159		2,005,500	0	0	100,000	0	256	
160	33	MIF CONSTRUCTION				7,300			1	COMM H
160	34	LATHAM AUTO BODY				7,128			1	COMM H
160	35	A.J. VEL				70,000			2	COMM H
160	36	VELLAND				76,624			2	COMM H
160	37	GEN STEEL FABRICATORS		4,100					13	COMM H
160	38	CAMPITO		2,500					2	COMM H
160	39	BROADWAY CORP.				43,244			4	COMM H
160	40	RETAIL-SPECULATIVE			14,000				2	COMM H
160	41	RETAIL-SPECULATIVE			20,000				2	COMM H
160	42	OFFICE SPECULATIVE		360,000					10	COMM H
160	43	OFFICE SPECULATIVE		500,000					54	COMM H
160		sub-total for tax 160	0	860,600	34,000	204,316	0	0	105	
161	44	OFFICE DEVEL.		443,000					54	RUS E
161		sub-total for tax 161	0	443,000	0	0	0	0	54	
162	45	SPEC. SF HSG. DEVEL.	62						31	RUS A-2
162		sub-total for tax 162	62	0	0	0	0	0	31	
163	46	WALFRED ASSOCIATES		8,200					1	RUS E-1
163	47	COLONIE MEADOWS	336						57	E-3 RES
163	48	WALFRED ASSOCIATES			40,000				8	COMM H
163	49	FORTIN WAREHOUSING			96,000				11	COMM H
163	50	MADE RD 37-39		243,000					19	COMM H
163	51	HOLIDAY MAT. FITNESS			20,246				4	COMM H, RUS E
163	52	IMPERIAL POOLS							13	COMM H, RUS E-1, UNDEVELOPED
163	53	OLD NISKAYUNA RD SPEC.		30,000			100,000	60,000	58	UNDEVELOPED, IND. 1, RUS E-1
163	54	RETAIL/OFFICE SPEC.		534,000	356,000				61	RUS E-1
163	55	IND. PARK SPEC.					90,000		10	RUS E, COMM H
163	56	COLONIE MEADOWS RESEARCH PK					100,000		10	COMM H
163	57	SCHULMERGER SITE		196,000					10	COMM H
163		sub-total for tax 163	336	1,011,200	376,246	336,000	270,000	60,000	262	
164	58	HANLEY SIGN CO.		3,200					1	COMM H
164	59	STATE LIGHTING			10,000				1	COMM H
164	60	A.J. HARRIS				8,400			10	COMM H
164	61	INTERMAGNETICS EXP.					130,100		28	RUS E
164	62	AIR FREIGHT CENTER				70,000				COMM H

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (BUILD OUT SCHEDULED)
IN THE AIRPORT STUDY AREA
BY TRANSPORTATION ANALYSIS ZONE

(NOTE: THIS INCLUDES DATA ON KNOWN PROJECTS &
DATA FROM CDIC'S AIRPORT AND WOLF ROAD STUDIES)

PROJ. NO.	LAZ NO.	ON MAP	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	OFFICE	RETAIL	WAREHOUSE	IND. PARK	MANUFACT.	ACREAGE	ZONING
					GROSS FLOOR AREA						
					IND. F						
164			63 BROCKWAY COMMUTER HANGER					20,000			UNDEV. BUS E-1
164			64 AIRPORT IND. PARK					190,000			3 COMM H
164			65 THEME RESTAURANT								12 COMM H
164			66 OFF/WHSE SPECULATION		24,000	11,500	216,000				20 COMM H
164			67 LT INDUST. SPECULATION					338,000			8 UNDEV
164			68 HOTEL-ESTIMATED @ 200 ROOMS								8 UNDEV
164			69 AIRPORT-INCREASE IN PASSENGER ENPLANEMENTS THROUGH 2005		0	27,200	21,500	294,400	11,480,617 PERSONS		(INC. WOLF ROAD STUDY)
			sub-total for laz 164						548,000	130,100	R4
165			70 SHAKER LINE								5 BUS E, RES A-2
165			71 KINSELL CHL. IND.								4 BUS E, RES A-2
165			72 BRIT. AM. DEV. CORP.	69	41,000						32 A-2
165			73 WINDSOR PROPERTY 2		29,200						3 UNDEV
165			74 BRIT. AM. DEV. CORP.		40,960						8 UNDEV
165			75 BRIT. AM. DEV. CORP.		70,000						7 UNDEV
165			76 BRIT. AM. DEV. CORP.		40,400						4 UNDEV
165			77 BRIT. AM. DEV. CORP.					60,000			9 COMM H
165			78 GRIMM PROPERTIES					36,000			6 INDUST F
165			79 METROPLEX		350,000						17 COMM H
165			80 AIRPORT PARK		46,400						11 UNDEV
165			81 LEGALEASE CORP.		5,040						1 COMM H
165			82 MCDERMOTT FOOD					5,250			5 COMM H
165			83 BRIT. AM. DEV. CORP.	181							79 UNDEV, RES A-2
165			84 SPEC. OFFICE DEV.		250,000						29 UNDEV
165			85 SPEC. OFFICE DEV.		1,155,900						30 COMM H, UNDEV
165			86 SPEC. WAREHOUSE DEV.					848,100			32 UNDEV, COMM H
			sub-total for laz 165	250	2,045,900	30,085		0	0	280	
166			87 CAMBRIDGE PARK PH.3	65							24 A2 & A3
166			88 TALON DRIVE	24							14 A1 & A3
166			89 CAMBRIDGE PARK PH.4	3							2 RES A-2
			sub-total for laz 166	92	0	0	0	0	0	40	
167			90 KEELER MOTOR CAR								38 E-1 & A-2
167			91 RIVERDALE MANOR	17							17 A-2
167			92 CAPITAL HEALTH PLAN		35,000						8 A-2
167			93 DAIGLE SUBDIVISION	2	75,000						23 RES A-2, BUS E-1
167			94 KINGKAKU RESTAURANT			10,346					3 COMM E-1
167			95 LANDS OF CILLIS	18							15 A-2
167			96 SCHALREN ESTATES	7							8 A-2
167			97 TALANIAN PLAZA								22 BUS E-2
			sub-total for laz 167			112,725					

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (BUILD OUT SCENARIO) (NOTE: THIS TABLE'S DATA ON KNOWN PROJECTS &
IN THE AIRPORT STUDY AREA DATA FROM CDOT'S AIRPORT AND WOLF ROAD STUDIES)
BY TRANSPORTATION ANALYSIS ZONE

PROJ. NO.	TAZ NO.	ON MAP	NAME OF DEVELOPMENT	HSG. UNITS	NUMBER OF			GROSS FLOOR AREA			IND PARK MANUF	ACREAGE	ZONING
					OFFICE	RETAIL	WHOUSE						
167		98 SPEC. SF HOUSING DEV.		46									132 RES A-2
167		99 SPEC. OFFICE DEV.		110	300,000								74 BUS E-1
		sub-total for taz 167			410,000	142,571	0	0	0	0			341
168		100 CROSS ROADS SURD.			318,400								49 BUS E-2
		sub-total for taz 168			318,400								49
		TOTALS=		2,080	8,611,562	1,212,052	1,784,066	938,000	190,100				1,973

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

March 9, 1990

Ms. Mary Burke
Senior Planner
Town of Colonie
Engineering and Planning
Services Department
272 Maxwell Road
Latham, NY 12110

RE: Target Growth Scenario for 2005
Airport Area GEIS
CHA File: 1912.01

Dear Mary:

Based on our last meeting with the Town, Village and County, on February 13, Clough, Harbour and Associates has begun the process of reevaluating future land use projections and associated impacts for the Airport Study Area. As requested, our assessment of future development patterns is generally based on what CDTC has termed the "target growth scenario" in their Wolf Road and Airport Area traffic studies. This scenario assumes that future real estate development will continue at a moderate rate of growth with greater emphasis on preserving environmentally sensitive areas.

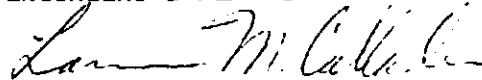
and —————
Enclosed you will find a map and spreadsheet which shows the location and characteristics of various projects which are included in the target growth scenario. These projections are based on CDTC data from the Wolf Road and Airport Area studies which have been updated by CHA to reflect current conditions (i.e., those projects included in CDTC's analysis which have already been constructed have been eliminated). Also included in this scenario are specific development proposals which have been submitted to the Town of Village of Colonie Planning Boards. Since the impacts associated with the "build-out scenario" have been determined have been determined to be unreasonable by the Town, Village and County, the enclosed target growth scenario does not include specific development proposals which have been provided to CHA by property owners and developers between January and the present.

Based on enclosed information, we have begun to evaluate specific impacts as we had done for the build-out scenario. We hope to have a draft report available for review by the Planning Board and Village and County officials in mid-April.

After you have had an opportunity to review the enclosed material, please be sure to contact me if you have any questions or concerns.

Very truly yours,

CLOUGH, HARBOUR & ASSOCIATES
ENGINEERS & PLANNERS



Lawrence M. Callander
Sr. Environmental Planner

LMC/jls

cc: S. Tatro, Town Attorney
D. Marinucci, Village Attorney
P. Cooney, Albany County Engineer
M. Fitzsimmons, Albany County Planning
P. Platt, Town Planning Board Chairman

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (TARGET GROWTH SCENARIO) (NOTE: THIS INCLUDES DATA ON KNOWN PROJECTS & IN THE AIRPORT STUDY AREA DATA FROM CLTC'S AIRPORT AND WOLF ROAD STUDIES) BY TRANSPORTATION ANALYSIS ZONE RUN DATE: 2/20/90

TAZ NO.	ON MAP	NAME OF DEVELOPMENT	PROJ. NO.	NUMBER OF HSG. UNITS	OFFICE	RETAIL	WHOUSE	IND PARK	MANUF	ACREAGE	ZONING
125		A MOTEL EXPANSION ESTIMATED @ 155 ROOMS		0	0	0	0	0	0	0	6 BUS-E
		sub-total for taz 125									6
126		1 SHAKER RUN APT.	192								38 RES-B
126		2 SPEC. APT/TWNHSE DEV.	67								27 R-1
		sub-total for taz 126	259		0	0	0	0	0	0	65
131		5 SPEC. OFFICE DEV.			17,500						2 BUS E
131		6 SPEC. RETAIL DEV.		0	17,500	23,000					10 BUS E
		sub-total for taz 131				23,000	0	0	0	0	12
138		3 DELTA PROPERTIES				10,150					2 BUS E
		sub-total for taz 138		0	0	10,150	0	0	0	0	2
139		8 MINICK OFFICE ADD.			4,746						1 BUS E
139		10 ANDERSON PUD		112	375,000						97 RES A-3
139		12 SPEC. SINGLE FAM. HSG.		24							17 RES A-3
139		13 SPEC. SF & MF HSG.		80							31 RES A-3
139		14 SPEC. SF & MF HSG.		174							65 RES A-3
139		15 SPEC. OFFICE & RETAIL DEV.		390	630,000	74,500					65 BUS E
		sub-total for taz 139			1,009,746	74,500	0	0	0	0	276
140		9 ANDERSON GR. INC.			7,562						3 BUS E
140		16 SPEC. RETAIL & OFFICE DEV.			181,050	55,000					25 BUS E
		sub-total for taz 140		0	188,612	55,000	0	0	0	0	27
155		19 MUTHMAN			9,444						1 BUS E
155		20 BOWEN			10,400						1 BUS E
155		22 KARNER WOODS PH. 2			45,200						5 BUS E
155		25 BRANDON PLACE			40,000						3
		sub-total for taz 155			113,044	0	0	0	0	0	10
159		26 ASHFIELD ASSOC. [BBL]			64,000						9 UNDEV
159		27 ALBANY AIRWAY			19,500						2 UNDEV
159		28 WESTBURY WOODS		225				100,000			125 RES A-2.4
159		29 NEMITH			300,000						20 COMM H
159		30 BBL OFFICE PARK		60	485,000						45 UNDEV
159		31 SPEC. SINGLE FAM. HSG		285	868,500	0	0	100,000	0	0	24 UNDEV
		sub-total for taz 159									225
160		33 MTP CONSTRUCTION						7,300			1 COMM H

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (TARGET GROWTH SCENARIO)
IN THE AIRPORT STUDY AREA
BY TRANSPORTATION ANALYSIS ZONE

(NOTE: THIS INCLUDES DATA ON KNOWN PROJECTS &
DATA FROM CDTA'S AIRPORT AND WOLF ROAD STUDIES)

RUN DATE: 2/20/90

TAZ NO.	PROJ. NO.	ON MAP	NAME OF DEVELOPMENT	NUMBER OF HSG. UNITS	OFFICE	RETAIL	GROSS FLOOR AREA	WHOUSE	IND PARK	MANUF	ACREAGE	ZONING
160		34	LATHAM AUTO BODY					7,128				1 COMM H
160		35	A. J. VEL					70,000				7 COMM H
160		36	VELLANO					76,624				2 COMM H
160		37	GEN STEEL FABRICATORS		4,100							13 COMM H
160		38	CAMPITO		2,500							2 COMM H
160		39	BROADWAY CORP.					43,264				2 COMM H
160		40	RETAIL-SPECULATIVE		200,000		14,000					2 COMM H
160		42	OFFICE-SPECULATIVE		200,000							19 COMM H
160		43	OFFICE-SPECULATIVE		406,600		14,000	204,316	0	0		19 COMM H
			sub-total for taz 160	0								69
161			sub-total for taz 161	0	0	0	0	0	0	0	0	0
162			sub-total for taz 162	0	0	0	0	0	0	0	0	0
163		46	WALFRED ASSOCIATES		8,200							1 BUS E-1
163		47	COLONIE MEADOWS	338				40,000				57 C-3 RES
163		48	WALFRED ASSOCIATES		243,000							8 COMM H
163		50	WADE RD 37-39		30,000			200,000	100,000			19 COMM H
163		53	OLD NISKAYUNA RD SPEC.									60 UNDEVELOPED, IND F, IND E
163		54	RETAIL SPEC.									61 BUS E-1
163		55	IND. PARK SPEC.						90,000			10 BUS E, COMM H
163		56	COLONIE MEADOWS RESEARCH PK		196,000				100,000			10 COMM H
163		57	SCHULBERGER SITE	336	477,200		356,000	240,000	290,000	0	234	10 COMM H
			sub-total for taz 163									
164		58	HANLEY SIGN CO.		3,200							1 COMM H
164		59	STATE LIGHTING				10,000					1 COMM H
164		60	A. J. HARRIS					8,400				10 COMM H
164		61	INTERMAGNETICS EXP.							130,100		28 BUS E
164		62	AIR FREIGHT CENTER					70,000				7 COMM H
164		63	BROCKWAY COMMUTER HANGER									2 IND F
164		64	AIRPORT IND. PARK						20,000			18 UNDEVELOPED, BUS E-1
164		65	THEME RESTAURANT						190,000			3 COMM H
164		66	OFF-WHEEL SPECULATION		84,000		11,500					12 COMM H
164		67	WHSE SPECULATION					216,000				20 COMM H
164		68	HOTEL-ESTIMATED @ 200 ROOMS					155,000				8 UNDEVELOPED
164		69	AIRPORT-INCREASE IN PASSENGER ENPLANEMENTS THROUGH 2005	0	87,200		21,500	449,400	+1,491,146 PERSONS (INC. WOLF ROAD STUDY)			110
			sub-total for taz 164									
165		70	SHAKER PINE				30,085					5 BUS E, RES A-2

PROPOSED DEVELOPMENT THROUGH THE YEAR 2005 (TARGET GROWTH SCENARIO)
IN THE AIRPORT STUDY AREA
BY TRANSPORTATION ANALYSIS ZONE

[illegible]