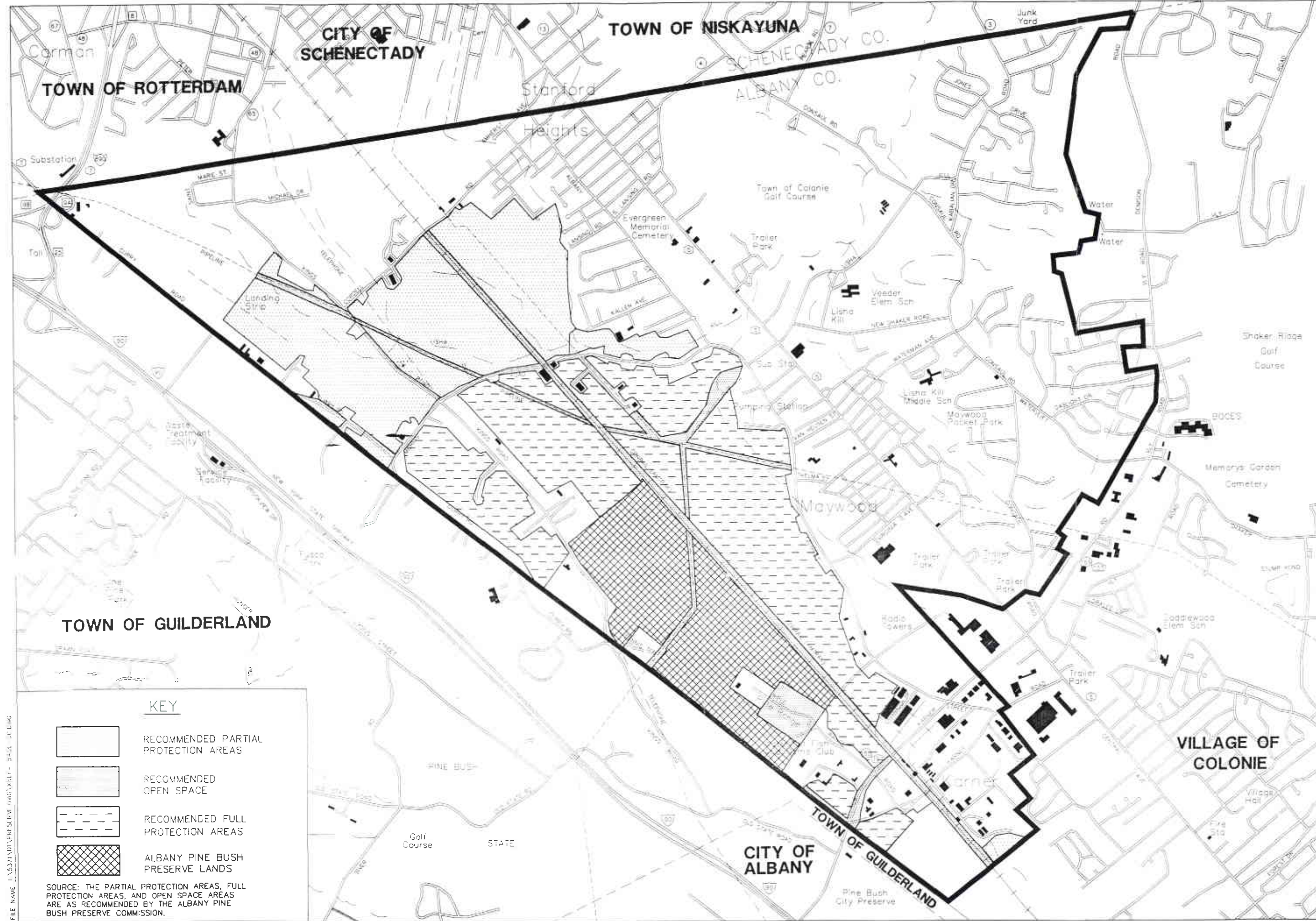


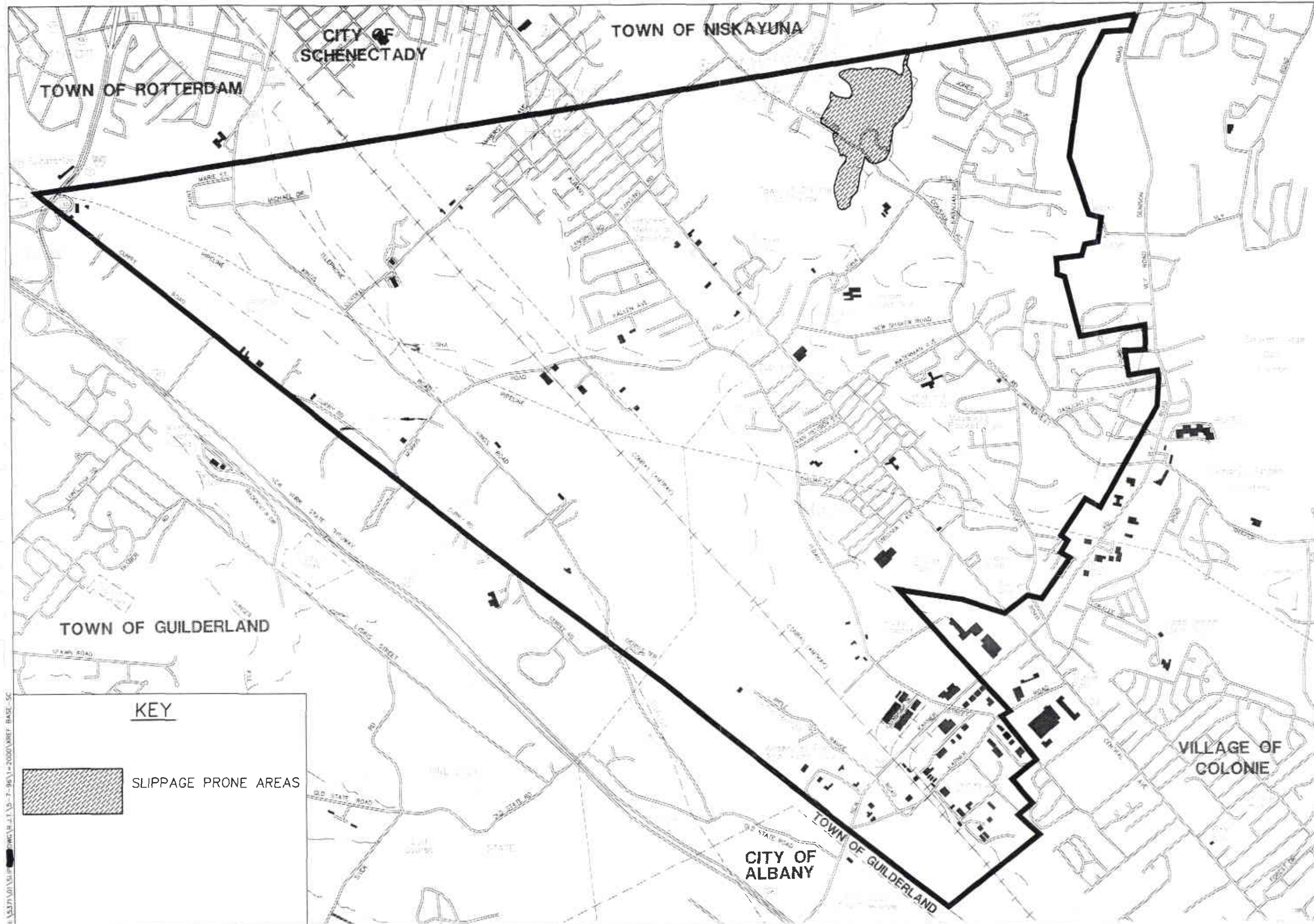
APPENDIX A



**THE ALBANY PINE BUSH PRESERVE COMMISSION'S
VISION FOR THE FUTURE ALBANY PINE BUSH PRESERVE
LISHA KILL - KINGS ROAD AREA
GENERIC ENVIRONMENTAL IMPACT STATEMENT**



APPENDIX B



CHA CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS, SURVEYORS, PLANNERS
 & LANDSCAPE ARCHITECTS

III WINNERS CIRCLE - ALBANY, NEW YORK - 12205

FIGURE NO.

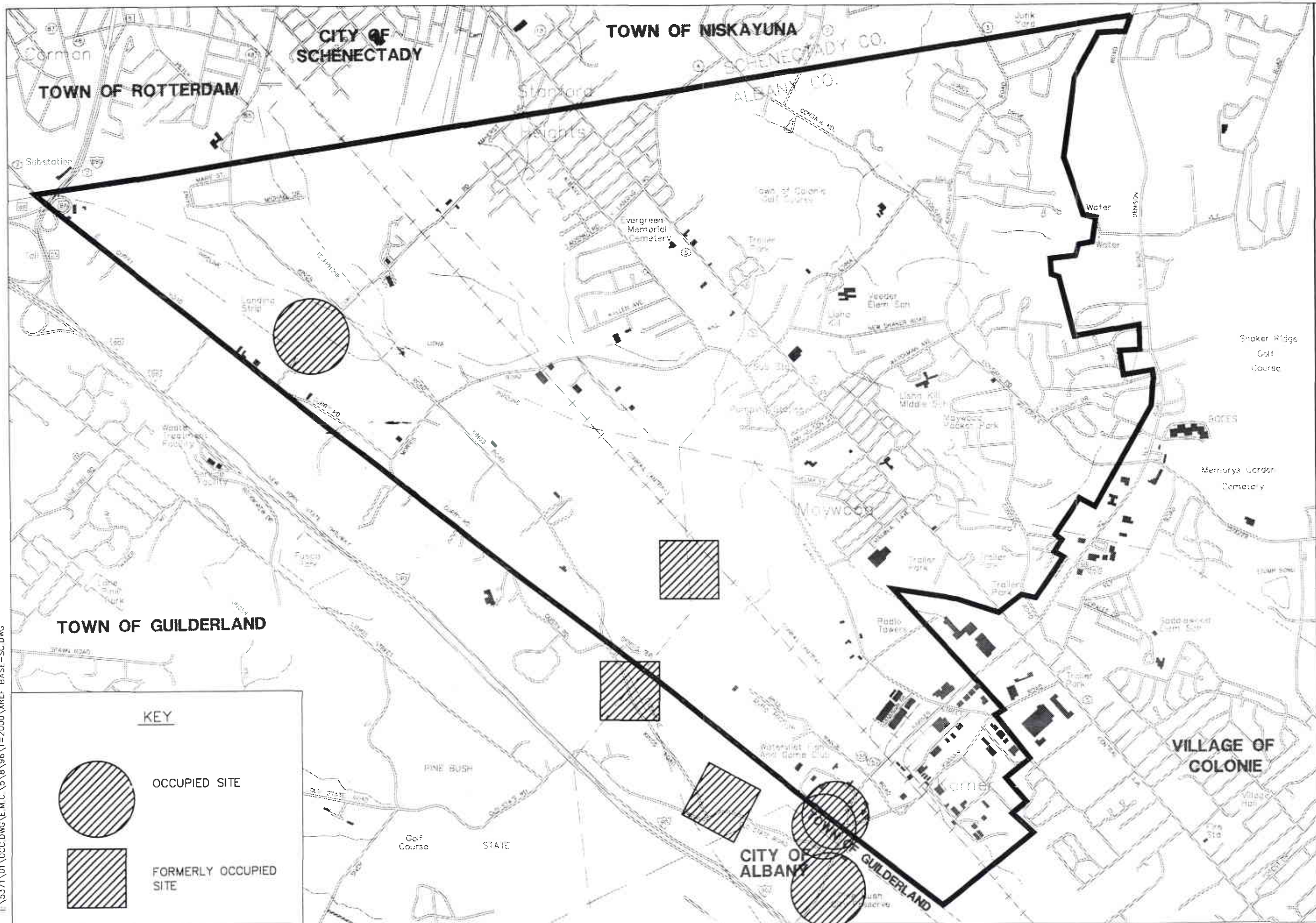
SLIPPAGE PRONE AREAS

**LISHA KILL - KINGS ROAD AREA
 GENERIC ENVIRONMENTAL IMPACT STATEMENT**

SCALE: 1" = 2000'

APPENDIX C

I:\5371\01\OCC DWG\EMC\5\6\96\1=2000\XREF BASE-SC.DWG



CHA CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS, SURVEYORS, PLANNERS
& LANDSCAPE ARCHITECTS
111 WINNERS CIRCLE - ALBANY, NEW YORK 12205
© 1998

FIGURE NO. 11-A-1 SCALE: 1" = 2000'

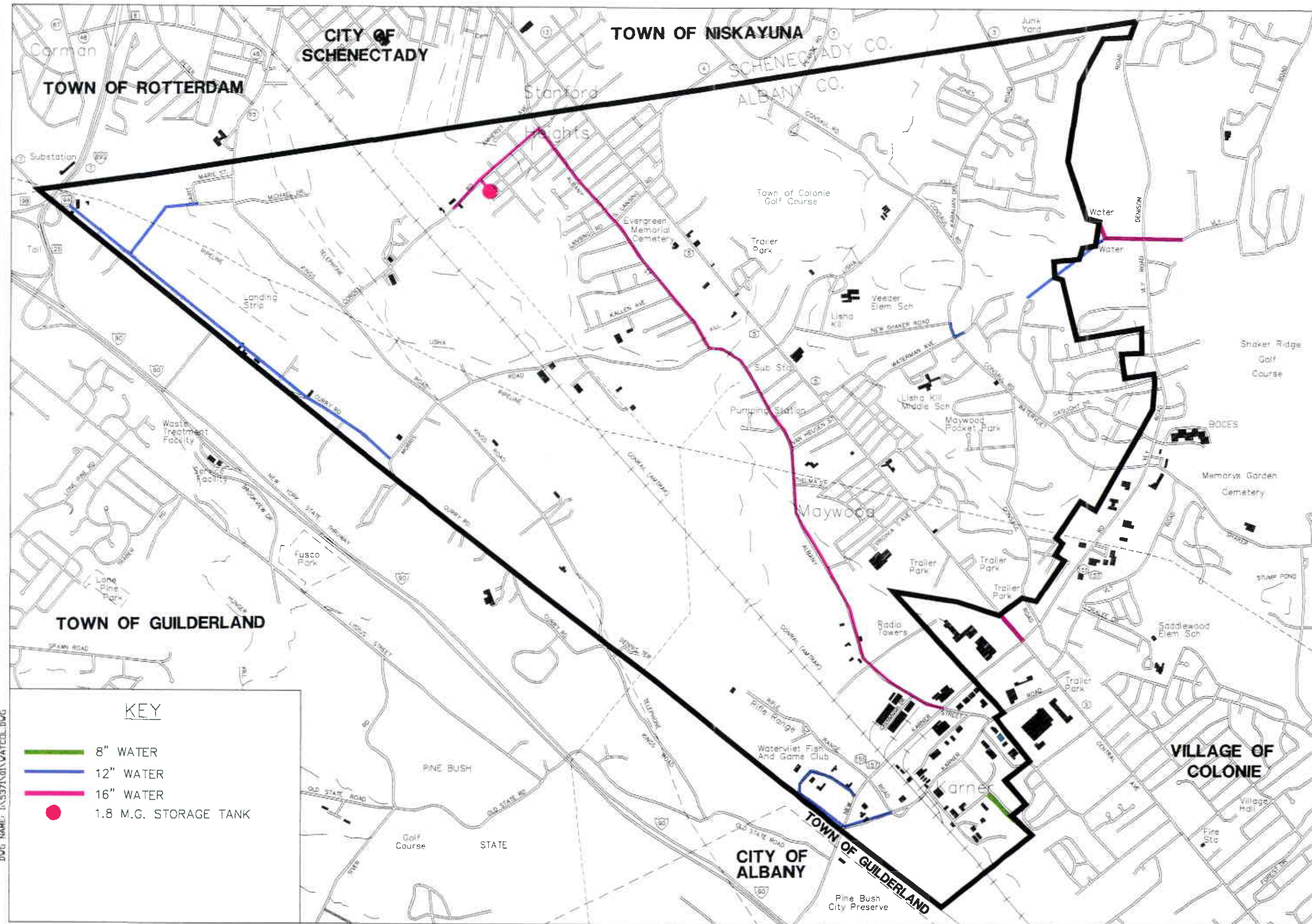
**OCCUPIED AND FORMERLY OCCUPIED
KARNER BLUE BUTTERFLY SITES**

LISHA KILL - KINGS ROAD AREA

GENERIC ENVIRONMENTAL IMPACT STATEMENT

APPENDIX D

DWG NAME: I:\5371\01\WATER\COL.DWG



PROPOSED WATER IMPROVEMENTS

LISHA KILL - KINGS ROAD AREA
GENERIC ENVIRONMENTAL IMPACT STATEMENT

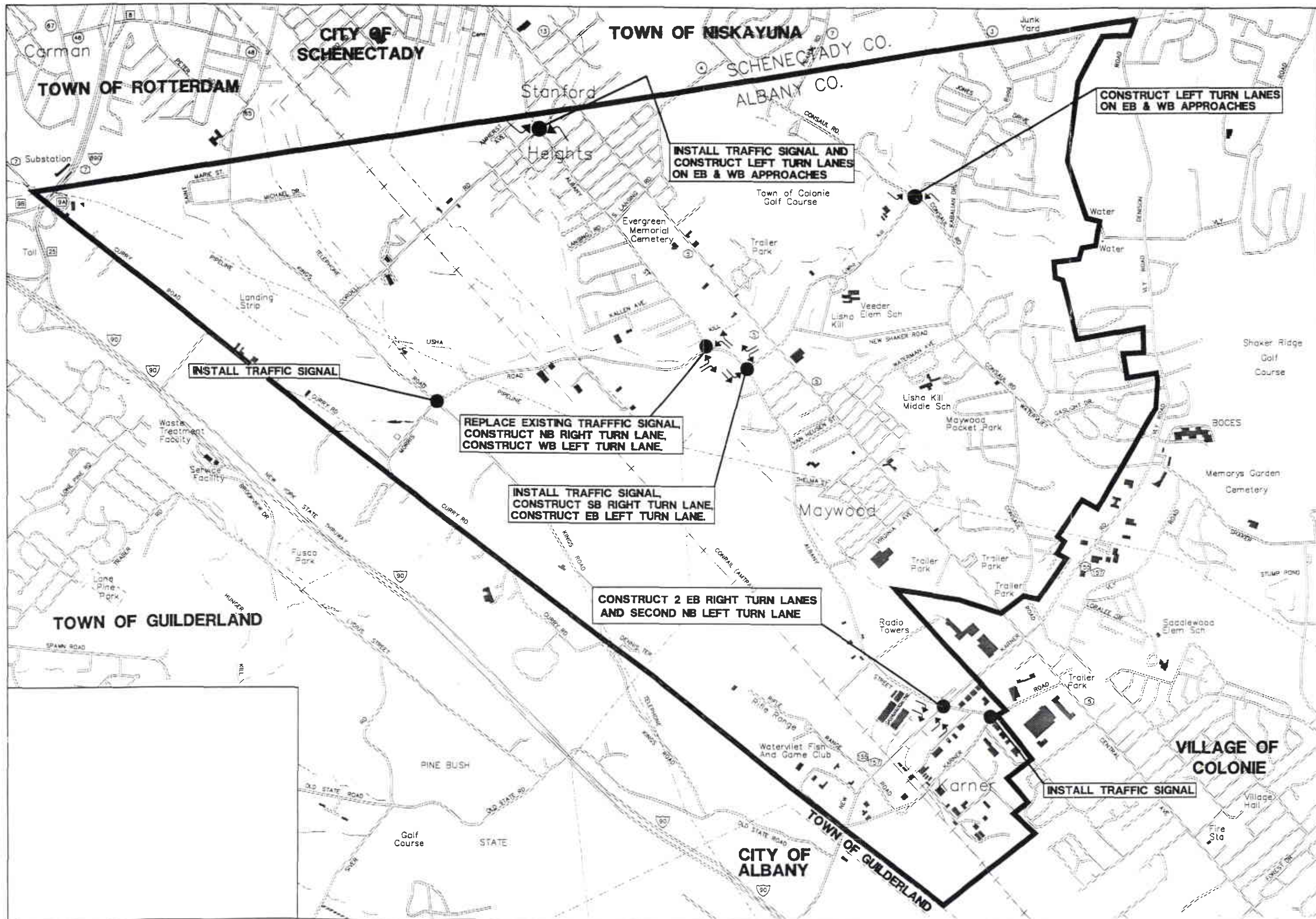


CHA CLOUGH, HARBOUR & ASSOCIATES LLP
ENGINEERS, SURVEYORS, PLANNERS
& LANDSCAPE ARCHITECTS
III WINNERS CIRCLE - ALBANY, NEW YORK -12205

FIGURE NO. SCALE: 1" = 2000'

APPENDIX E

APPENDIX F



TRAFFIC SYSTEM IMPROVEMENTS
2015 PROJECTED GROWTH DEVELOPMENT SCENARIO
LISHA KILL - KINGS ROAD AREA
GENERIC ENVIRONMENTAL IMPACT STATEMENT



APPENDIX G

Threshold Analysis

A threshold analysis was conducted for selected intersections in the Study Area to determine how much traffic can be added to the intersections before improvements should be implemented. The results of this analysis are shown in Table E-1. For example, the intersection of Albany Street at Liska Kill Road can allow only 4% more traffic above 1995 levels before significant congestion occurs and improvements should be implemented. On the other hand, the intersection of Albany Street at Cordell Road can allow a growth of 63% above 1995 traffic volumes before improvements should be implemented.

An important consideration of the threshold analysis is determining when the Cordell Road-Lisha Kill Road connector roadway should be constructed. The key intersection to this evaluation is the Albany Street at Morris Road intersection. Without the connector roadway, significant improvements will be required at the Albany Street/Morris Road intersection when operating conditions deteriorate to significant congestion levels. However, if the connector roadway is built, no improvements will be needed at Albany Street/Morris Road.

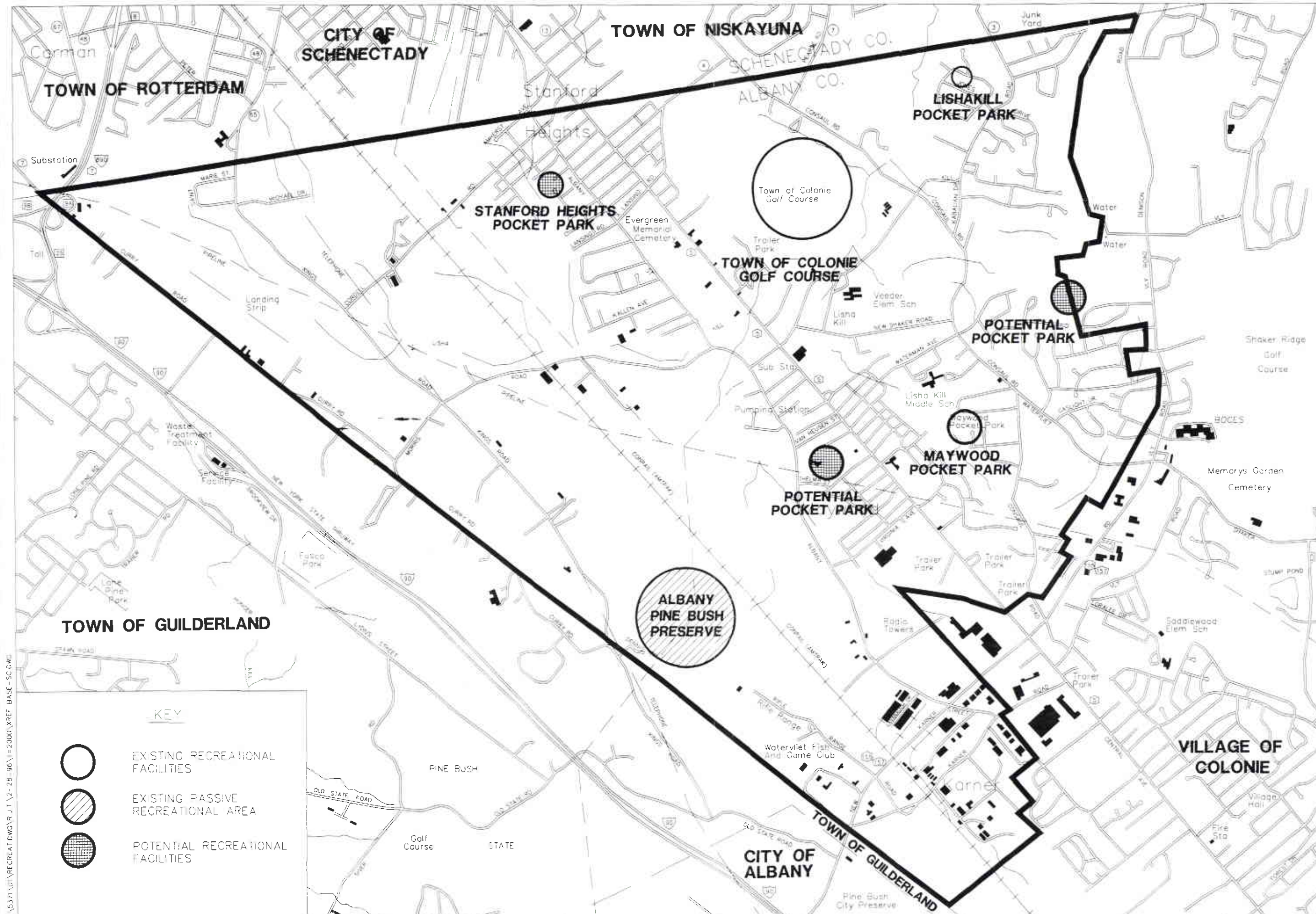
Therefore, if the Cordell Road-Lisha Kill Road connector roadway is to be pursued as a preferable option and to prevent spending money on improvements that will not be needed with the connector roadway, the traffic volume levels of the Albany Street/Morris Road intersection will dictate when the connector roadway should be implemented. As shown in Table A-1, that intersection can accept an increase in traffic of 44% above 1995 levels before either improvements are added to the intersection or the Cordell Road-Lisha Kill Road connector roadway is implemented.

TABLE E-1
THRESHOLD ANALYSIS FOR SELECTED INTERSECTIONS
IN THE STUDY AREA

| Intersection | 1995 PM Peak Entering Volume | Maximum Volume (90% of Capacity)(2) | Percent Growth Remaining |
|-----------------------------------|---|--|-------------------------------------|
| Consaul Road at Lisha Kill Road | 975 vph(1) | 1515 vph | 36% |
| Central Avenue at Lisha Kill Road | 2335 vph | 2860 vph | 18% |
| Albany Street at Cordell Road | 535 vph | 1440 vph | 63% |
| Albany Street at Morris Road | 820 vph | 1460 vph | 44% |
| Albany Street at Lisha Kill Road | 1160 vph | 1215 vph | 4% |
| Albany Street at New Karner Road | 2835 vph | 3800 vph(3) | 25% |
| Albany Street at Karner Road | 815 vph | 1215 vph | 33% |
| Kings Road at Cordell Road | 505 vph | 1215 vph | 58% |
| Kings Road at Morris Road | 605 vph | 1215 vph | 50% |

- (1) vph - vehicles per hour
- (2) Maximum volumes based on CDTC's STEP model capacities
- (3) Includes improvements on the TIP

APPENDIX H



CHA CLOUGH, HARBOUR & ASSOCIATES LLP
 ENGINEERS, SURVEYORS, PLANNERS, DESIGNERS
 110 WINNERS CIRCLE - ALBANY, NEW YORK 12203
 FIGURE NO. H-L-1



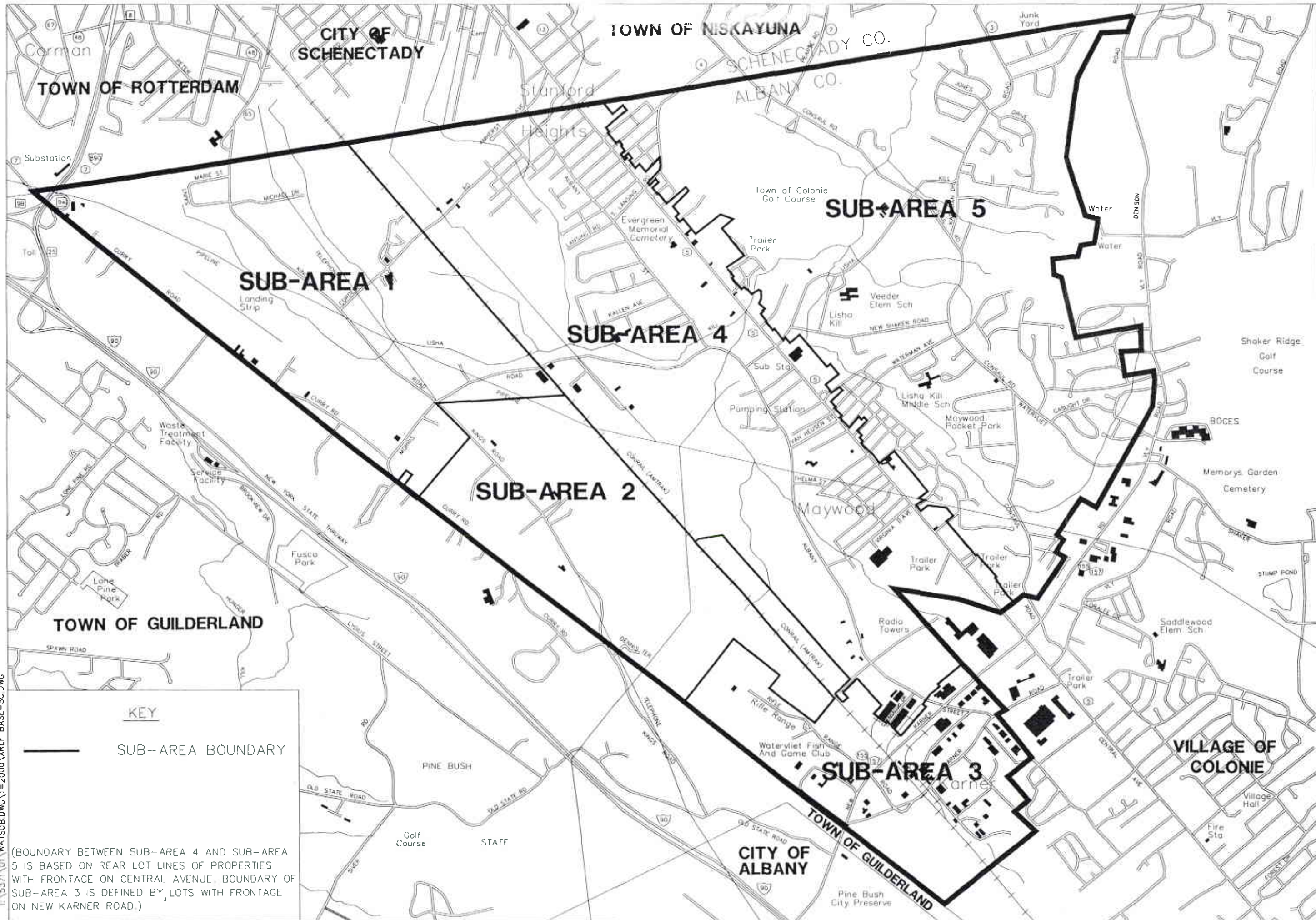
EXISTING & POTENTIAL RECREATIONAL FACILITIES

**LISHA KILL - KINGS ROAD AREA
 GENERIC ENVIRONMENTAL IMPACT STATEMENT**

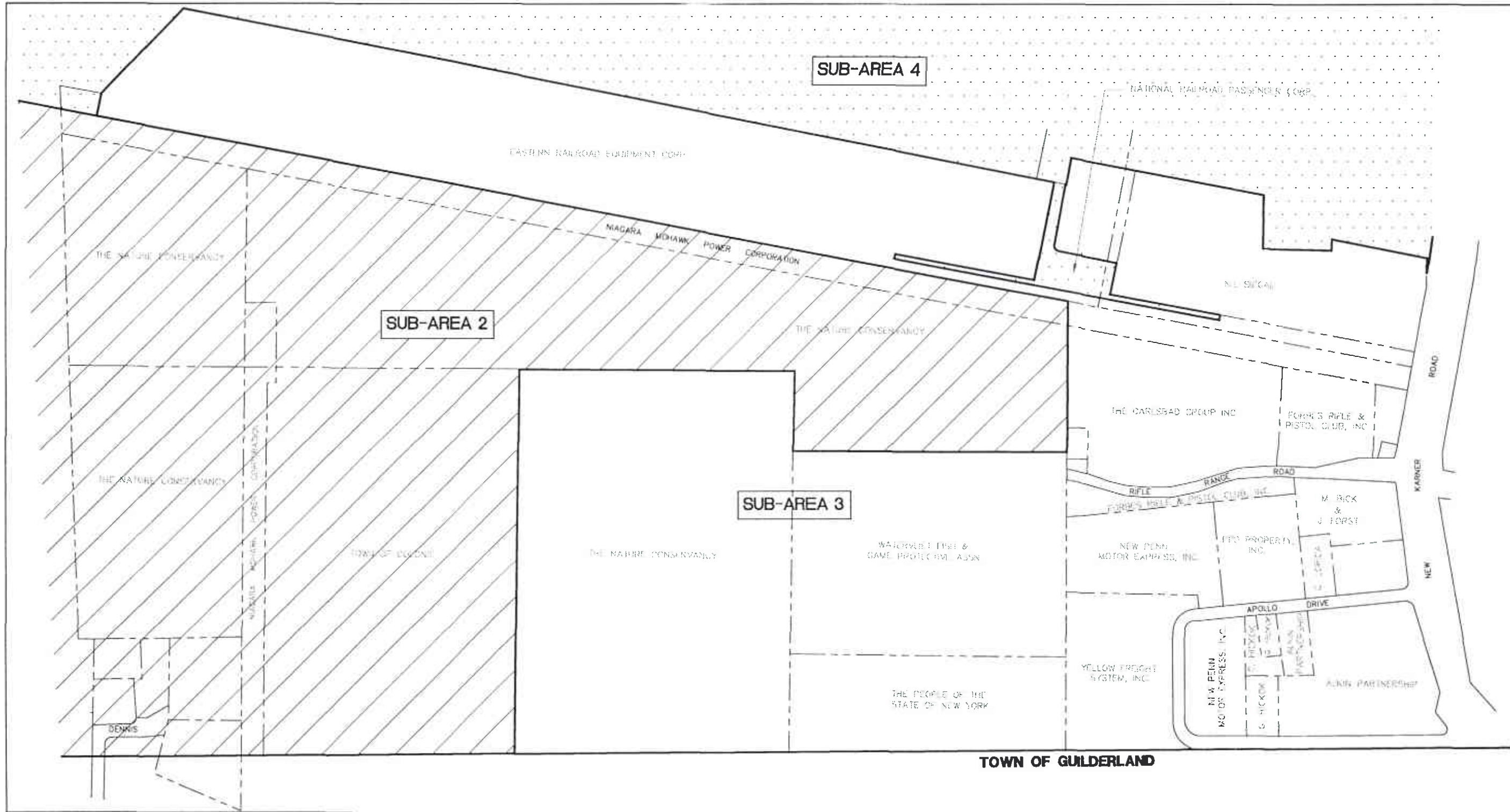
SCALE: 1" = 2000'

APPENDIX I

\\15371\01\WATSUB DWG\1=2000\XREF BASE-SC.DWG



FILE NAME: \\3371\01\WATER\TOWN\500M AT\3-7-96



KEY

- LOT LIMIT
- LOT OWNER (TYP.)
- WATER SUB-AREA BOUNDARY



APPENDIX J

EXAMPLE MITIGATION COSTS

For illustrative purposes only, examples of development mitigation costs have been calculated for hypothetical commercial office, commercial retail, residential and industrial projects within the Study Area.

1. Commercial Office

Project Statistics

| | |
|---------------|-----------------------------|
| Building Size | 10,000 sq. ft. |
| Lot Size | 1 Acre |
| Location: | Water Improvement Subarea 4 |

Mitigation Costs

| | |
|----------------|----------|
| Water | \$8,300 |
| Transportation | \$8,750* |
| Recreation | \$288 |
| SEQR | \$126 |

| | |
|-------|-----------------------------------|
| Total | \$17,464 (\$1.75 per square foot) |
|-------|-----------------------------------|

2. Commercial Retail

Project Statistics

| | |
|---------------|-----------------------------|
| Building Size | 15,000 sq. ft. |
| Lot Size | 2 acres |
| Location | Water Improvement Subarea 4 |

Mitigation Costs

| | |
|----------------|-----------|
| Water | \$12,450 |
| Transportation | \$16,950* |
| Recreation | \$576 |
| SEQR | \$252 |

| | |
|-------|-----------------------------------|
| Total | \$30,228 (\$2.02 per square foot) |
|-------|-----------------------------------|

3. Residential

Project Statistics

| | |
|-------------|-----------------------------|
| Total Units | 200 |
| Lot Size | 100 acres |
| Location | Water Improvement Subarea 5 |

Mitigation Costs

| | |
|----------------|---------------------------------------|
| Water | \$382,000 |
| Transportation | \$57,500* |
| Recreation | \$28,800 |
| SEQR | \$12,600 |
| Total | \$480,900 (\$2,405 per dwelling unit) |

4. Industrial

Project Statistics

| | |
|---------------|-----------------------------|
| Building Size | 20,000 sq. ft. |
| Lot Size | 5 acres |
| Location | Water Improvement Subarea 3 |

Mitigation Costs

| | |
|----------------|-----------------------------------|
| Water | \$17,800 |
| Transportation | \$8,500* |
| Recreation | \$1,440 |
| SEQR | \$630 |
| Total | \$28,370 (\$1.42 per square foot) |

*Note: Example transportation mitigation costs are based on the mean of the costs presented on page 34 of this Statement of Findings. The actual transportation mitigation costs will vary somewhat from the example mitigation costs, depending on the nature of the development and its location within the Study Area. For example, development located on the southwestern edge of the Study Area is likely to have less impact on heavily traveled intersections near New Karner Road and Central Avenue, where most of the FGEIS improvements are located. Also, the mitigation costs do not include costs of other improvements outside the Lisha Kill - Kings Road Area that would benefit development within Study Area. The specific mitigation cost for a site specific project will be dependent on land use, size, location, employee density, transportation improvement costs, and other factors.