

VOLUME I

SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

**CANTERBURY CROSSING PLANNED DEVELOPMENT DISTRICT
NO. 1035 LOUDON ROAD AND NO. 418 BOGHT ROAD
TOWN OF COLONIE, ALBANY COUNTY, NEW YORK**

October 2007

LEAD AGENCY: TOWN OF COLONIE PLANNING BOARD

FOR FURTHER INFORMATION CONTACT:

**MR. KEVIN DELAUGHTER, SENIOR PLANNER
TOWN OF COLONIE
DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT
347 OLD NISKAYUNA ROAD
LATHAM, NY 12110
(518) 783-2741**

PROJECT SPONSOR:

**ROSEN DEVELOPMENT COMPANY, INC.
3 E-COMM SQUARE
ALBANY, NY 12207
(518) 434-2519**

PREPARED BY:

**L. SIPPERLY & ASSOCIATES
ENGINEERS & SURVEYORS
696 TROY-SCHENECTADY ROAD
LATHAM, NY 12110
(518) 782-1800**

DATE OF ACCEPTANCE BY THE TOWN PLANNING BOARD:

_____, 2007

PUBLIC COMMENTS ARE DUE BY:

_____, 2007

TABLE OF CONTENTS

**SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
CANTERBURY CROSSING PLANNED DEVELOPMENT DISTRICT**

PREFACE 1

SECTION 1. SUMMARY 3

1.1. DESCRIPTION OF PROPOSED ACTION9

1.2. SIGNIFICANT IMPACTS.....10

1.3. MITIGATION MEASURES:12

1.4. ALTERNATIVES CONSIDERED:21

1.5. PERMITS AND APPROVALS23

SECTION 2. DESCRIPTION OF THE PROPOSED ACTION 26

2.1 PROJECT PURPOSE AND NEED26

2.2 PROJECT COMPONENTS26

2.2.1 *Buildings*.....26

2.2.2 *Potable Water Supply*28

2.2.3 *Wastewater Disposal*29

2.2.4 *Site Drainage and Grading*32

2.2.5 *Site Preparation/Initial Construction Activities*34

2.2.6 *Lighting*.....37

2.2.7 *Open Space Management and Landscaping*.....38

2.2.8 *Utilities*38

2.3 CONSTRUCTION ACTIVITIES39

SECTION 3. ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND MITIGATION MEASURES.....	39
3.1. LAND	39
3.2. WATER RESOURCES	39
3.2.1. <i>Wetlands</i>	40
3.2.2. <i>Vegetation</i>	41
3.2.3. <i>Wildlife</i>	42
3.3. AGRICULTURAL LAND RESOURCES.....	42
3.4. AESTHETIC RESOURCES	42
3.5. HISTORIC AND ARCHEOLOGICAL RESOURCES.....	43
3.6. TRANSPORTATION	45
3.7. PUBLIC HEALTH.....	46
3.8. GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD.....	47
SECTION 4. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS.....	47
SECTION 5. ALTERNATIVES.....	49
5.1. ALTERNATIVE LOCATIONS.....	49
5.2. ALTERNATIVE USE OF THE SITE.....	49
5.3. DEVELOPMENT UNDER EXISTING ZONING	51
5.4. NO ACTION ALTERNATIVE.....	52
SECTION 6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES	53
SECTION 7. GROWTH INDUCING, SECONDARY AND CUMULATIVE IMPACTS OF THE PROPOSED ACTION.....	55
SECTION 8. EFFECT OF THE PROPOSED ACTION ON THE USE AND CONSERVATION OF ENERGY	55

List of Figures

- Figure 1 Site Location Map
- Figure 2 PDD Layout
- Figure 3 Open Space Lands
- Figure 4 Map of Delineated NYS Wetlands Boundary
- Figure 5 Map of Delineated Federal Wetlands Boundary
- Figure 6 Project Sponsor – Controlled Land

List of Appendices

- APPENDIX A U.S.A.C.O.E. Jurisdictional Determination Letter
- APPENDIX B Habitat Assessment
- APPENDIX C Photographic Survey
- APPENDIX D Phase 1 (1A & 1B) and Additional Phase IB Cultural Resource
Investigations
- APPENDIX E Traffic Impact Study
- APPENDIX F Phase I Environmental Assessment
- APPENDIX G Construction Stormwater Pollution Prevention Plan
- APPENDIX H Joint Wetland Permit

**SUPPLEMENTAL DRAFT GENERIC ENVIRONMENTAL IMPACT
STATEMENT
CANTERBURY CROSSING PLANNED DEVELOPMENT DISTRICT**

Preface

The Town of Colonie prepared a Generic Environmental Impact Study for the Boght Road-Columbia Street area in February 1989 which examined existing development and projected new development growth within the study area, and its associated impacts to community services (water, sanitary sewer, solid waste, recreation), transportation, open space and environmental quality. The subject property is located in this GEIS study area and was projected to produce 310 traditional single family homes as permitted under the A-2 Residence Zoning of the property. The projected development impacts were incorporated in the overall study area's projected impacts and recommendation of mitigation of impacts were identified. A description of projected impacts and recommended mitigations is contained in the Generic Environmental Impact Study on file in the Town of Colonie Planning and Economic Development Department.

In August of 2005, the Town prepared an update to the 1989 GEIS which focused on review of developments which have occurred in the study area since 1989 and assess the current operational characteristics of the GEIS area roads and highway network. The 2005 study entitled "DGEIS Land Use and Transportation Update," was prepared by Creighton Manning Engineering, LLP and is available at the Town and on the Town's web site (www.Colonie.org).

The Town of Colonie Town Board on January 4, 2007 adopted a new land use Law for the Town which, with respect to the subject property, retained the single family residence (SFR) land use. The new code also retained the provision for "Planned Development District" which incorporates the majority of land use objectives and goals for consideration and approval of a Planned Development District as contained in the

prior Zoning Code. The land plan, land use objectives and goals, variety of development uses, set-aside and integration of quality open space as proposed for Canterbury Crossing PDD is consistent and in conformance to the Planned Development District standards and criteria of the "present" Zoning Code.

Canterbury Crossing Planned Development District (Canterbury Development) was submitted for Town Board review and consideration for the zone change to Planned Development District on December 11, 2003. The Town Board subsequently referred the development to the Planning Board for its review of the development for its compatibility with the Town's Planned Development District objectives and goals. The Planning Board has performed reviews of the development at several public meetings and has taken public comment from interested adjacent residents and citizens of the Town of Colonie. To assist in their comprehensive review of the requested action, the Planning Board has requested additional project specific information be supplied in a "Supplemental Draft Generic Environmental Impact Study" (SDGEIS) to discuss the following areas of potential significant impact:

- Traffic
- Wetlands and Ecology
- Cultural Resources
- Stormwater Management

This SDGEIS has therefore been prepared to analyze and discuss these potential impacts and present mitigation proposed for the above items of study. The format of this SDGEIS is prepared to follow the general format outlined in the State Environmental Quality Review handbook prepared by the NYS Department of Environmental Conservation.

SECTION 1. SUMMARY

Canterbury Crossing is a proposed Planned Development District of a 196.74 acre land tract located at No. 1035 Loudon Road and No. 418 Boght Road in the Town of Colonie, New York. (Figure 1) The development would offer a variety of residential housing styles, planned and designed to appeal to a broad range of the residential market. Homes planned for the Community include: 79 "Traditional" Single Family Homes, 42 "Carriage Homes", 92 "Villa Condominiums" and 60 "Estate Condominiums." (Figure 2) The applicant and project sponsor is Mr. Lee Rosen, Principal, Rosen Development Company Inc., 3 E-Comm Plaza, Albany, New York, telephone number (518) 434-2519.

Carriage Homes are single-family, detached homes specifically designed for singles, couples and "empty-nester" owners who desire a single-family detached home environment offering the owner reduced responsibility for exterior yard and grounds maintenance. The Estate Condominiums would be larger in floor area and constructed in four-unit buildings, with each unit having an attached 2-car garage with internal access to its respective unit. The Villa Condominium units are similar in concept but smaller in living area and have a one-car garage. Both condominium styles provide the owner with a complete grounds and building exterior maintenance package for his or her unit. The Residential Condominium and Carriage Home markets, where yard and/or building maintenance services are provided, is currently vastly underserved in the Town.

The Canterbury development also includes 100 units of Senior Citizen Apartments, (Figure 2) which would provide Senior Citizen "Independent Living" rental housing opportunity. The Senior Apartments would be age restricted to residents of 55 years of age and older and owned and operated by American Housing Foundation, Inc., which currently operates several senior apartment complexes in the area including Columbia Crest Senior Apartments at No. 427 Columbia Street in the City of Cohoes and the Highpointe at Malta Senior Apartments located on Cramer Road in the Town of Malta.

Canterbury Crossing Planned Development District also includes 30,000 square feet of professional office space and 6,000 square feet of Neighborhood Retail space, (Figure 2) which would be located in the portion of the site closest to Route 9, and offer the opportunity to provide neighborhood services to residents of Canterbury Crossing and the surrounding community.

A substantial portion of the development, 105.78± Acres, (Figure 3) consisting of open meadow areas, wooded areas, wetlands and adjacent areas and stream corridors, will remain undeveloped open space to be owned by the Canterbury Crossing Homeowner's Association (HOA). (Figure 3) is a map showing the location of these open space areas. The open space set-aside areas provides preservation of ecologically and culturally sensitive areas, natural buffers of native vegetation between various land uses on the site and passive recreation opportunities for residents of the Development. Pedestrian ways and/or bike paths are also planned for the Development linking together the different portions of the Development and adjoining neighborhoods.

The development proposes highway access from Loudon Road on the west and Boght Road, a.k.a. Baker Avenue on the east. A through roadway interconnects between these two highways and serves as the sub-collector street for additional streets within the development. The development streets are proposed to be constructed to Town of Colonie highway standards and dedicated to the Town for ownership and maintenance. A traffic study for the development was performed by Transportation Concepts Inc. (Appendix E) and projects a weekday A.M. peak hour trip rate of 250 entering trips (35% from the north) and 287 exiting trips (30% to the north) and a week day P.M. peak hour trip rate of 291 entering trips (40% from the North) and 285 exiting trips (25% to the north) as a result of the mixed use development. The receiving highways, Loudon Road & Boght Road, with the implementation of recommended traffic control signage and re-timing of traffic signals are projected to operate with no degradation of service and at the same level of service as current background conditions. The "Boght DGEIS Land Use and Transportation Update" of August 2005 prepared by CME Engineering for the Town

of Colonie factored in the projected traffic generated by the Canterbury development in its overall study area findings and updated recommendations to the Boght-Columbia Street transportation system improvements.

A cultural resources Phase 1 and Phase 2 study of the project areas proposed for development was conducted by Arch Tech Archeological Services in accordance with standards, procedures and guidelines of the NYS Office of Parks, Recreation and Historic Preservation. (Appendix D) The Phase 1 cultural study located two historic sites identified therein as Historic Site 1 and Historic Site 2 within the area of proposed development. A Phase 2 level cultural study was performed to further investigate these sites in detail to determine their historic nature, significance and quality. Historic Site 1, known as the J. Plant/William Raff Farm Complex, consists of an existing concrete block barn and a series of foundation remains related to a mid 19th century residence constructed between 1850 and 1854. Phase 2 investigation of this site revealed the site to be substantially destroyed with little to no resultant cultural value. Historic Site 2, known as the Jan Douwe Fonda/Levinus Lansing Farm complex and cemetery, consists of mid 18th century foundation remains related to residence, barns, outbuildings and well system. These remains occur partially within an area of the development designated as set aside "Open Space" and partially within one carriage home lot (Lot 15) located on the north side of proposed Eagles Lane. Upon the recommendation of the Archaeological Consultant, the decision was made by the Developer to preserve the foundation remains and features associated with Historic Site 2 and the affected carriage lot (Lot 15) was eliminated and the area added to the adjacent open space area. A 4' high fence will be installed at the commencement of development to cordon off Historic Site 2 to construction activity and the general public. Additionally, Phase 2 cultural resources investigations were conducted at and adjacent to Historic Site 2 to locate in the field the cemetery lot suggested to be in the area. Close interval shovel tests and carefully controlled mechanical clearing and surface scraping was performed within the adjacent site area proposed for development together with a 100' wide perimeter band outside of proposed development limits and no evidence of the cemetery was found. Accordingly,

it is determined that the cemetery, while possibly within the property, is not located within the areas of proposed street and lot development. Therefore, with the elimination of one carriage home lot and preservation of the foundation remains, etc., the development will not have an impact on Historic Site 2. The Phase 2 study recommends that should construction activity in this area unearth artifacts or evidence of the cemetery, that construction be halted and the Site Archaeologist be called in to investigate and issue an all-clear for the area for continuation of construction.

The Phase I and Phase II Cultural Resource Investigations have been submitted and reviewed by the New York State Office of Parks, Recreation and Historic Preservation (SHPO) for project impacts to site cultural resources. SHPO has determined the project as designed will have no effect on cultural resources listed or eligible for listing on the National Register of Historic Places provided that the provisions of the project avoidance plans are fully implemented. The SHPO letter, dated July 26, 2007, is attached in Appendix "D".

The property contains areas of Federal wetlands regulated by the Army Corps of Engineers (ACOE) and NYS Fresh Water wetlands regulated by the New York State Department of Environmental Conservation (NYSDEC). A field delineation of Federal and NYS Freshwater wetlands boundaries (Figure 4 and 5) was performed by The Chazen Company and their boundaries were subsequently mapped and field confirmed with representatives of Army Corp of Engineers (ACOE) and NYS Department of Environmental Conservation (NYSDEC). The wetlands delineation identified a total of 34.37± acres of Federal wetlands and 36.23± acres of NYS wetlands within the property. Due to the differing boundaries, the amount of NYS Freshwater and Federal wetlands is not additive, but is considered separately under the jurisdiction of each separate agency. A watercourse, being the headwaters of the Salt Kill flows through the westerly portion of the property in a north-south alignment, and a second water course is located in the eastern portion of the property flowing in a west to east direction. Both of these watercourses are waters of the United States and are regulated by the ACOE. The Salt Kill is also identified as a protected watercourse by the Town of Colonie and requires a

permit for activity within 100' of its center. The Canterbury Development proposes to impact 1.00 acres of NYS Freshwater wetlands and 2.51 acres of Federal wetlands. These impacts are related to roadway construction to access upland areas. Utility infrastructure construction will impact an additional 0.24 acres of NYS wetlands and 0.30 acre of Federal wetlands. Wetland impacts related to utility crossings are temporary as the wetland areas will be restored once the utility is installed. Project development also proposes to impact 13.47 acres of NYS wetlands adjacent area and 156 linear feet of water course disturbance.

These development's impact to wetlands and water courses are roadway construction and utility crossing related and have been minimized to the greatest extent practical. A joint wetland permit application for submittal to the ACOE and NYSDEC to authorize the temporary and permanent wetland impacts has been prepared by The Chazen Company and is attached to this document as Appendix H. The permit application details how wetland impacts have been avoided and minimized to the maximum extent practical and how the impacted wetland functions and values are proposed to be mitigated. In summary, the impacts to wetlands and watercourses have been minimized to the greatest extent by various modifications of the development layout and the use of retaining walls to shorten highway slopes and decrease the amount of road slope extending into the wetlands. Wetland impacts will be mitigated on site by implementing wetland and adjacent area enhancements and creation of new wetland areas. The joint permit application also further discusses the off-site and on-site alternatives considered for the proposed development.

Canterbury Crossing PDD proposes the set-aside of 105.72 acres, amounting to 54% of the overall acreage, as Open Space-Green Area to be owned and managed by the Canterbury Homeowners' Association. (Figure 3) Of this amount, 27.61 acres will consist of areas temporarily disturbed by development (e.g., grading) or that require regular maintenance (e.g., detention basins, utility easements, and drainage swales). The open space consists of both large acreage parcels and buffer set-aside areas provided to

screen and buffer adjacent neighborhoods from the development. Both upland areas and wetland areas occur in the open space and provide for a diversity of habitats and wildlife. The field meadow area within the open space area would be mowed up to two times a year to maintain the existing natural meadow habitat. A flora-fauna habitat assessment was prepared by The Chazen Companies (TCC) which documents representative wildlife and ecological communities present within the property. The Habitat Assessment Report is provided in Appendix B.

The open space provides passive recreation opportunities to the residents of Canterbury development in the form of walking trails. Canterbury development will provide a trails/bikeway/sidewalk connection through the development running from Boght Road on the east side to Loudon Road on the westerly border. This trails/bikeway feature is consistent with the Town of Colonie bikeway master plan and provides a substantial link between existing bikeway/trails facilities. The sidewalk along Preston Drive and Eagles Lane will allow pedestrian circulation through the development and pedestrian access to retail-office facilities and senior citizen apartments.

Best management site erosion control practices and temporary and permanent stormwater management facilities will be implemented for the development during construction phases and after completion of development to maintain stormwater water quality and quantity to on-site water courses and downstream facilities. Stormwater management facilities will be designed in accordance with the Town of Colonie standards for stormwater control and management and in compliance with GP-02-01 SPDES Permit of the NYS Department of Environmental Conservation. The property is presently divided into several surface drainage sheds and stormwater management design incorporates water quality treatment and detention facilities to attenuate post-development discharge flows to not exceed pre-development flows. Accordingly, the project stormwater management system involves a series of water quality and detention basins before water is released from the site.

During construction, the development site work will be phased to restrict the area of open construction to 5 acres or less. The contractor will implement "best management practices" to protect the site and downstream waters from soil erosion and turbid runoff. The best management practices techniques are outlined and discussed in the Stormwater Pollution Prevention Plan document prepared for the development and included as Appendix G.

1.1. Description of Proposed Action

The proposed action involves the change of zoning of a 196.74± Acre parcel of land from its present Single Family residence-SFR (formerly A-2 Residence) zone to a Planned Development District named "Canterbury Crossing" (Canterbury Development).

The Project lies within the "Boght" area of the Town of Colonie and within the Boght Road/Columbia Street Generic Environmental Impact Study area ("GEIS") prepared by the Town of Colonie in February 1989.

The subject property consists of two contiguous land parcels under common ownership, known as No. 1035 Loudon Road (west parcel) and No. 418 Boght Road (east parcel), with both parcels encompassing in total 196.74± Acres. (Figure 6) The property is located on the east side of Loudon Road, US Route 9, and extends easterly to the west side of Boght Road, a.k.a. Baker Avenue, NYS Route 9-R.

The Town of Colonie Planning Board ("Planning Board") has determined that the Project may have project specific impacts on the environment that were not fully addressed in the GEIS and, therefore, has requested the preparation of a Supplemental Draft Environmental Impact Statement, addressing the specific issues identified in Part II of the Environmental Assessment Form, prepared for

the project. The Planning Board of the Town of Colonie is Lead Agency for this action.

1.2. Significant Impacts

The items of potential impact and study of Canterbury Development consist of:

- Traffic
- Visual Impact
- Cultural Resources
- Wetlands
- Flora & Fauna

A study of these items of potential impact has been conducted and the report on each is included in the appendices of this document. An overview of the findings for each item is as follows:

Traffic – Canterbury Crossing Planned Development District will generate new traffic not currently tributary to the adjacent highway system. Loudon Road (US Route 9), Boght Road and Columbia Street (NYS Route 9R) are the principal highways servicing the development traffic. A project specific traffic study was performed by Transportation Concepts Traffic Consultants (Appendix E) and projected a weekday A.M. peak hour trip rate of 250 entering trips (35% from the north) and 287 exiting trips (30% to the north, and a week day P.M. peak hour trip rate of 291 entering (40% from the north) and 285 exiting trips (25% to the north) as a result of the mixed use development. Mitigation for traffic is discussed in Section 1.3, “Mitigation Measures.”

Visual – The construction of Canterbury Development will introduce a new land use to the property substantially different from the agricultural-undeveloped historic land uses. Construction will cause clearing of fields, meadows and woods and brush area for the construction of roadways, homes and commercial buildings

and will introduce to the property building shapes not presently observed on the property by adjacent properties and residents. Mitigation for visual impacts is discussed in Section 1.3, "Mitigation Measures."

Cultural Resources – The development of Canterbury Crossing will cause soil grading and reshaping to construct roadways and structures. The Cultural Resource Study of the property revealed two historic sites to exist which potentially would be altered or lost to the future. The cultural resource investigation also identified from public records that a former cemetery may exist on the property. Mitigation for cultural resource is discussed in Section 1.3, "Mitigation Measures."

Wetlands – A field wetland delineation was performed for the property by The Chazen Company (TCC), which identified 34.37 acres of Federal wetlands and 36.23 acres of NYS Freshwater wetlands within the property. In addition, the headwaters of the Salt Kill flow through the western portion of the property in a north to south direction and an unnamed water course is located in the "east" portion of the property flowing in a west to east alignment and direction. The Canterbury Development will impact 1.00 acre of NYS Freshwater wetlands and 2.51 acres of Federal wetlands for roadway construction. Roadway construction will also impact 156 linear feet of watercourse for the installation of drain culverts and stabilized erosion control. Water course impacts are all associated with roadway construction. The proposed development will also impact the following NYS wetland adjacent areas: 3.70 acres for roadways, 5.36 acres for utility and stormwater basin construction, and 4.41 acres for lot development. Mitigation for wetlands is discussed in Section 1.3, "Mitigation Measures."

Flora and Fauna – Although the Canterbury Development property is currently undeveloped, several fields which have recently been in hay production are located throughout the western portion of the site. A series of unimproved

roadways, apparently used for recreational purposes, are located throughout the eastern portion of the property. The central portion of the Property consists largely of a hardwood forest in varying stages of succession. Unimproved access trail/roads were observed at various locations throughout the central forested portion of the property. The vegetative communities within the property are not considered rare habitats, as they are common throughout the state. The proposed Canterbury Crossing PDD will result in the displacement of 90.96 acres of former hay fields, shallow emergent marsh, and forest communities with roadways, buildings, parking lots, landscaped lawns.

No threatened or endangered flora were identified within the boundaries of the property. Instead, mostly generalist species with the ability to adapt to changing habitats were observed. The species observed are found throughout Albany County and New York State. The proposed development of 90.96 acres will temporarily and permanently displace the wildlife utilizing these portions of the property. Approximately 78.11 acres (or 40%) of the property will be placed into deed restricted Open Space Preservation Areas to be owned by the HOA. These areas will be protected from future development and will continue to serve as habitat for on-site wildlife. Therefore, the overall loss of wildlife and wildlife habitat is expected to be insignificant. Mitigation for flora and fauna is discussed in Section 1.3, "Mitigation Measures."

1.3. Mitigation Measures:

The development of Canterbury Crossing PDD will incorporate mitigation of development generated impacts.

Traffic: The project specific traffic study (Appendix E), has estimated new traffic quantities and distribution of traffic generated by the development. This new traffic would be tributary to Loudon Road-US Route 9, and Boght Road-Columbia Street – NYS Route 9R, all being NYS highways under the jurisdiction

of the NYS Department of Transportation. Loudon Road-US Route 9 is a collector arterial and is four lanes wide (2 lanes in each direction) with a dual left turn center lane. The intersection of Loudon Road, Franze Lane and Lawrence Street is controlled with a traffic signal and associated dedicated left turn stacking lanes. Franze Lane is proposed to be renamed Preston Drive by the subject development.

Boght Road, a.k.a. Baker Avenue-Route 9R and Columbia Street-NYS Route 9R are two lanes in width, one lane in each traffic direction. The intersection of Boght Road and Columbia Street is controlled by a traffic signal as well as the intersection of Boght Road and Loudon Road-US Route 9.

The Town of Colonie performed a Land Use Impact study of the "Boght" area (Boght GEIS) in 1989 which examined existing development and the transportation network within the study area and projected new development based on allowable land uses and the acreage of undeveloped land. One goal of the Boght study was to estimate the impact of present and new traffic onto the highway network and to identify mitigation features and improvements to accommodate new projected traffic. The study identified a series of highway measures and improvements to be accomplished as new traffic was added to the network and identified mitigation fees to be assessed to new development. Development of the subject property was one of the projected developments included in "Boght GEIS" with a projected development of 310 traditional single family homes.

In 2005, the Town of Colonie performed an update of the transportation impact study for the Boght GEIS area to assess and compare projected impacts to the actual operational characteristics of the highways within the study area in 2005 and forecast further impacts of new development to the transportation network. This latter study entitled "DGEIS Land Use and Transportation Update

– Boght Road – Columbia Street" incorporated in its analysis new project traffic projected to be added to the network by Canterbury Crossing PDD, and in similar goal of the Boght GEIS, forecast the impact onto the operational character of the highway system and recommended highway mitigation to accommodate forecasted traffic. The implementation of the recommended highway mitigation improvements would be phased and would occur when traffic or operational characteristics exhibited certain thresholds. The costs to implement improvements would be funded in part by mitigation fees collected by the Town of Colonie from new development occurring in the Boght GEIS study limits.

The traffic tributary points to the highway systems by Canterbury Crossing PDD occurs at Loudon Road and Boght Road. The Canterbury traffic study by Transportation Concepts projects a 74% traffic distribution to Loudon Road and a 26% traffic distribution to Boght Road. The corresponding recommended Canterbury Development traffic mitigation measures consist of the following:

- Install a new ground mounted "Stop" sign at the proposed site driveway minor street approaches to NYS 9R (Baker Avenue), including supplemental restriction signs for "right-in, right-out" driveway. Supplemental "Limited Sight Distance" sign and associated "intersection" sign panel is recommended to be installed for the northbound approach to the South Site Driveway along NYS 9R.
- Specific intersection control recommendations to correct impacts from the proposed project include:
 - US 9-Boght: Signal timing and phasing improvements
 - NYS 470-Baker: Provide AM/PM peak period signal timing and phasing improvements

- US 9-Lawrance St.: Widen Franze Lane (Preston Drive) to provide for separate left, through and right-turn lanes. AM/PM peak period – modify signal timing operations with preemption for emergency response.
- US 9-Centruy Hill: AM Peak – Adjust signal timing.
- Provide construction abatement plan for air quality and road debris maintenance during construction.

The above project traffic mitigation improvements are project specific and are separate from the overall transportation system mitigation and improvements recommended in the "2005 Boght Road-Columbia Street DGEIS Update." The implementation of the latter improvements will be implemented by the Town of Colonie as traffic milestones are observed as recommended in the 2005 study. The estimated transportation (highway) mitigation fee of \$400,150 (2002 dollars) contribution by Canterbury Crossing will be applied to construction of the Boght area transportation mitigation improvements.

Visual Impacts: - The impact to the visual setting of Canterbury Crossing PDD will be mitigated as follows:

Homes along the east side of Loudon Road: Residential homes located on the east side of Loudon Road will experience a change in viewshed with the development of open meadow fields by commercial buildings, residences and roadways. The subject property has been proposed for development on previous occasion and many adjacent residential properties bordering the property have planted evergreen trees to screen and buffer proposed development. Much of these individual plantings have matured to tree heights of 30'-40' with associated increase in girth. As such, a substantial beginning of a vegetative buffer presently exists in anticipation of inevitable

development of the subject property. The development of Canterbury Crossing PDD proposes to supplement the existing vegetative buffer with new evergreen trees at required infill locations to complete and/or increase density in the existing buffer. New evergreen trees will be installed along the edge of parking and driveway of the commercial office building and retail area to screen and buffer parked cars and automobile activity. A solid 7' high wood fence will be installed in the rear of the retail area to provide an immediate screening of the buildings and site activity to the adjacent neighbors. The fence buffer will be supplemented with evergreen trees and shrubs to soften the fence façade and provide an increase in height of the buffer.

Homes along the south side of Meadow Street: Existing residences on the south side of Meadow Street will experience a change in viewshed of the present open field-meadow with the construction of the Senior Citizen Apartment building. The proposed mitigation to soften this change of viewshed involves the increase of setback of the closest corner of the Senior Apartment building to 100' from the property line and constructing a 4-6' high undulating earthen berm. The top of the berm would be planted with evergreen trees which will extend and expand the visual screen and buffer of the building. The Senior Apartment building is proposed to be aligned on site such that the face of the building will be oblique to Meadow Street residences further increasing the physical and visual separation of the building from adjacent residents. Existing portions of the Senior Citizen Apartment site which contains protected wetlands will be preserved and the existing natural brush and tree vegetation in these areas will not be disturbed further enhancing the vegetative buffer to adjacent residences. The intrinsic nature of the Senior Citizen land use substantially reduces outside yard activity to passive use for walking and exercise. The Senior citizen apartment use is fully compatible with the adjacent neighborhood along Meadow Street.

Visual Impact to Other Viewsheds: Existing residential development borders the proposed Canterbury Development along a portion of its south and east boundaries. Development along the south border consists of the rear of lots fronting on Skyview Drive and Skyview Drive West and Hunter's Run Boulevard. These residences look upon a wooded viewscape when facing the subject property. Proposed mitigation along these residences consists of preserving a varying width vegetative buffer of existing trees and brush. The natural buffer is a minimum of 50' in depth and undulates in depth along its extent along neighboring properties. This buffer would be owned by the Canterbury Homeowners Association and would have a "no clearing" buffer restriction for continued protection of existing trees and brushy vegetation.

The rear of residences along the west side of Boght Road would be screened from new homes by the preservation of existing significant vegetation (trees) and plantings of new evergreen trees to provide an intermittent style of buffer representative of selective screening where residential rear lots abut one another.

The building forms, shapes, colors and materials proposed for Canterbury Crossing are very much typical and acceptable forms encountered in the every day travels of adjacent residents and property owners. The change in the viewshed visual setting is therefore one of initial change associated with land development and quickly becomes one of familiarity as experienced in one's daily travel and activity.

Cultural Resources:

The Cultural Resources study performed for Canterbury Crossing (Appendix D), fully investigated the areas proposed for disturbance and development and identified two areas of significance requiring additional investigation. These two areas are identified as Historic Site 1 and Historic Site 2.

The balance of the property did not reveal any characteristic of cultural value or significance. The Phase 1 Cultural Investigation report was submitted to the NYS Office of Parks, Recreation and Historic Preservation (SHPO) for their review and recommendation. SHPO agreed with the recommendation of the Phase 1 report regarding further investigation of the Historic Sites and documentation of findings and significance.

A Phase 2 level investigation was performed for each historic site and determined that past activities in and around Historic Site 1 virtually destroyed the integrity of the site and that the remains were not of distinct cultural value. The conditions at Historic Site 1 were documented and photographed and the site was filled in and determined by the Archeologist and SHPO (Appendix E) as having no cultural significance or value.

Historic Site 2 contained foundation remains and was investigated in greater detail with close interval shovel tests and excavation of foundations and other remains. Historic Site 2 was projected to date to mid 18th century occupation and was determined by the Archeologist to be of significant value. This site is located partially within a proposed carriage home lot (Lot 15 Eagles Lane) and partially within an abutting Open Space set-aside area.

At the recommendation of the Project Archaeologist, it was decided that this site be preserved and accordingly the carriage home lot was abandoned from the plans and its area added to the adjacent Open Space set-aside area. To protect this site from future public curiosity and encroachment, it was recommended that a 4' high wire fence will be installed around the site at the time of lot development in the adjacent area.

The purported cemetery in the vicinity of Historic Site 2 was investigated and determined not to be located within the project areas proposed for

development. It was recommended that during development, should evidence of the cemetery be encountered, that work cease and the Archeologist be called to further investigate.

The project impact to cultural resources are mitigated by the preservation of Historic Site No. 2 and extensive Phase 2 field efforts to assure that the cemetery is not located within the project limits proposed for development.

Wetlands Impact Mitigation:

Since 1979, a variety of conceptual development alternatives have been identified and reviewed by the Town of Colonie, the NYSDEC, and the ACOE for the subject property. These alternatives varied from the relocation of wetlands into a stormwater management basin to single-family developments of varying densities to a variety of PDD layouts. The total permanent and temporary wetland impacts were reduced from between 24 to 38 acres in the original proposal to 1.24 acres of NYS Freshwater wetland and 2.81 acres of Federal wetland in the preferred alternative. The area of "adjacent area" impacts were reduced from 15.5 acres in early PDD alternatives to 13.47 acres of buffer disturbance in the preferred alternative. Some of the alternatives considered are provided in the Joint Wetland Application document prepared by TCC.

The impacts to wetlands associated with the preferred alternative have been minimized to the maximum extent practical by modifying the lot development to avoid wetland impacts, proposing road crossing in the narrower sections of wetlands, using retaining walls to shorten highway slopes, and utilizing buried bottom culverts. The buried bottom culverts will be installed to maintain the natural stream flow characteristics. Culverts will be sized and installed such that a minimum of 20% of the bottom area will be buried below the stream invert, and the buried culvert area will be filled with native soil materials.

Although wetland impacts have been avoided and minimized to the maximum extent practical, wetland impacts were not entirely avoidable due to the need to cross wetlands with roads and utilities to access developable uplands. The wetland impacts associated with the preferred Canterbury Crossing PDD alternative necessitate permits from the ACOE, the NYS DEC, and the Town of Colonie Department of Planning & Economic Development.

Project impacts to wetlands, adjacent areas, and watercourses will be mitigated by the establishment of 3.71 acres of on-site wetlands and the planting of 2.4 acres of forested riparian area along the Salt Kill. The proposed wetland establishment to Federal wetland impact ratio will be 1.32:1. This compensatory wetland mitigation plan will improve the quality and function of existing wetlands, adjacent areas and watercourses. The ACOE and NYSDEC joint permit application prepared by The Chazen Company (Appendix H) identifies the proposed location, size, and function of the wetland mitigation areas as well as the associated plant species for the replacement of wetlands and wetlands enhancement. The replacement wetlands and enhancement areas will be monitored annually for five years to document their establishment. Annual reports of the progress of the mitigation areas will be submitted to the permitting agencies during the monitoring period.

Impact to Flora & Fauna:

The proposed Canterbury Crossing PDD will result in the transformation of 90.96 acres of meadow fields, shallow emergent marsh, and forest communities with roadways, buildings, parking lots, and landscaped lawns. The vegetative communities proposed to be impacted are not considered rare habitats, as they are common throughout the state. Mostly generalist wildlife species found throughout Albany County and New York State with the ability to adapt to changing habitats were observed at the property.

The impact of Canterbury Crossing PDD on flora and fauna will be mitigated by the placement of 78.11 acres or 40% of the property into deed restricted Open Space Preservation Parcels to be owned and managed by the Canterbury Homeowners Association . The areas to be included are shown on the plan in Figure 3. The Open Space Preservation Parcels proposed for permanent preservation consists of wetland and upland areas that include a variety of natural habitats including successional meadow fields, shrubland, forest, and shallow emergent marsh. These diverse areas of natural habitat will provide substantial mitigation for flora and fauna displaced by development. The large acreages of contiguous open space also will provide continued connection to off-site undeveloped areas.

1.4. Alternatives Considered:

The proposed action considered the following alternatives for the property:

- A. – Alternative Land Use
- B. – No Development/No Action

Each alternative is described below in greater detail.

- A. Alternative land uses considered, as provided in Appendix H, include the following:
 - Development of property in accordance with the present single family residential (SFR) zoning. This alternative results in a loss of variety of home products underserved in the community. This alternative would not result in lands being preserved as open space because all the property would become part of the individual lots. This alternative would also significantly impact wetland and adjacent areas. With 329 single family homes, there would be impacts to 37.63 acres of NYSDEC wetlands, 29.40 acres of adjacent areas,

and 8.83 acres of ACOE wetlands. Wetland impacts levels of this magnitude would likely receive negative comments from the regulatory agencies.

Development of the property as a cluster subdivision with a variety of combinations of permitted land uses including single family homes, a senior citizen living center and single family carriage style town homes is an alternative. Cluster Development of the property would require compliance with the Conservation Overlay provision of the Town Code which requires the set-aside of wetland areas, wetland adjacent areas, watercourse and watercourse buffer areas, and areas of natural topography exceeding 25%. Collectively these set-aside lands are classified as constrained lands. The Conservation Overlay constrained lands for the project site amount to 56.8 acres leaving 139.9 acres of unconstrained lands. Applying the 40% guidance to unconstrained lands creates an additional 56 acres for open space set-aside. The remaining project area of 83.9 acres would be available for development which is close in area to that proposed to be developed under the Planned Development District plan . However, due to the location of constrained lands, project development whether cluster design or traditional single family lots would require impact to wetlands, adjacent areas and slope constrained lands in the same or greater amount as that of the proposed Planned Development District plan for access to developable areas of the property, orderly site circulation and highway connection, and connection to utility infrastructure systems available to the property. The Cluster design provision of the Code however, does not permit multi-family development wherein the Villa Condominiums and Estate Condominiums elements of the project would not be allowed. These styles of housing product are identified as underserved housing types in the Town of Colonie. The Villa condominiums further present an opportunity for development of affordable housing units and its removal from the project sacrifices a goal of the Town and Developer to offer affordable new housing opportunities to residents of the Town.

- Re-instate prior land cultivation and farming. This action is inconsistent with applicant's and land owner's objectives.

B. No Development/No Action alternative includes:

- Do not develop property. This action is inconsistent with the applicant's and landowner's objectives.
- No action does not preclude future development of the property under the existing zoning regulations.

1.5. Permits and Approvals

The approval of the Canterbury Crossing Planned Development District by the Town Board will allow the Applicant to proceed with final design plans following the framework established in this document.

The following is a list of permits and approvals that will be required before the project can proceed to the construction phase.

Permit	Activity	Agency
<u>Federal</u>		
1. Section 404 of the Clean Water Act	Placement of dredged or fill material in waters of the US (including federal non-isolated wetlands).	U. S. Army Corps of Engineers

Permit	Activity	Agency
<u>State</u>		
2. Article 24 Freshwater Wetland Permit	Disturbance to Freshwater Wetlands and Adjacent Areas	New York State Department of Environmental Conservation
3. State Pollutant Discharge Elimination System (GP-02-01)	Storm water discharges from construction activities that exceed one (1) acre.	New York State Department of Environmental Conservation
4. 401 Water Quality Certification	Activities that impact New York State waters	New York State Department of Environmental Conservation
5. Federal (36 CFR Part 800) and State (9 NYCRR Part 428) Preservation Laws	Activities affecting historic, architectural, archaeological or cultural resources	New York State Office of Parks, Recreation, and Historic Preservation
6. Highway Work Permit	Work within State ROW	New York State Department of Transportation
<u>Local</u>		
7. State Environmental Quality Review (SEQR)	Supplemental Environmental Review to Boght GEIS	Town of Colonie Planning Board (Lead Agency)
8. Water Improvements	Improvements to public water supply system. Extension of	Town of Colonie, Latham Water District, NYS DEC

Permit	Activity	Agency
	Water District.	and Albany County Dept. of Health
9. Sewer Improvements	Improvements to public sanitary sewer system.	Town of Colonie Pure Waters Department Albany County Dept. of Health
10. Zone Change	Zone change from Single Family Residential to PDD	Town of Colonie Town Board
11. GML § 239 Review	Review of zone change application by County Planning Board	Albany County Planning Board
12. Town of Colonie Watercourse Area Management Permit	Review and approve impact to Salt Kill water course	Town of Colonie Department of Planning & Economic Development

SECTION 2. DESCRIPTION OF THE PROPOSED ACTION

2.1 Project Purpose and Need

The Applicant seeks to create a high quality Planned Development District; which is aesthetically pleasing and sensitive to the environment; which responds to real estate market demands; and which will become an asset to the Town of Colonie.

2.2 Project Components

2.2.1 Buildings

Proposed gross floor areas. The proposed gross floor areas for the different components of the Community are as follows:

- | | |
|-------------------------------------|-------------------------------------|
| 1) Professional Office: | 30,000 sq. ft. |
| 2) Neighborhood Retail: | 6,000 sq. ft. |
| 3) Senior Citizen Apartments: | 110,000 sq. ft. |
| 4) Traditional Single-Family Homes: | 1,900 sq. ft. to 4,000 sq. ft./d.u. |
| 5) Carriage Homes: | 1,500 sq. ft. to 2,600 sq. ft./d.u. |
| 6) Condominium Units: | 1,800 sq. ft. to 2,200 sq. ft./d.u. |

Building height and number of floors:

- | | |
|-------------------------------------|--|
| 1) Professional Office: | 28 feet high; 2 floors. |
| 2) Neighborhood Retail: | 24 feet high; 1 story with gabled roof |
| 3) Senior Citizen Apartments: | 45 feet high; 3 floors. |
| 4) Traditional Single-Family Homes: | 35 feet high; 2 floors. |
| 5) Carriage Homes: | 32 feet high; 2 floors. |
| 6) Condominium Units: | 35 feet high; 2 floors. |

Number of dwelling units: 100 Senior Citizen Apartments, 79 Traditional Single Family Homes, 42 Carriage Homes, 92 Villa Condominiums and 60 Estate Condominiums.

Number of Employees:

- | | |
|-------------------------------|--------|
| 1) Professional Office: | 135 |
| 2) Neighborhood Retail: | 21 |
| 3) Senior Citizen Apartments: | 2 to 3 |

Hours and days of operating. With respect to the Professional Office and Neighborhood Retail components of the Project, no specific tenant has been committed at this time. Hours and days of operation would be “normal office business hours” and five day/week for the Professional Office component of the Project, and “normal retail business hours for the Neighborhood Retail component of the Project, which may include hours of operation from 6:00 A.M. to 11:00 P.M.

Proposed number of parking spaces. Minimum parking space requirements would be met for each component of the Project as follows:

- | | |
|-------------------------------------|---|
| 1) Professional Office: | 150 spaces. |
| 2) Neighborhood Retail: | 65 spaces. |
| 3) Senior Citizen Apartments: | 1.1 spaces/d.u. (plus driveway). |
| 4) Traditional Single-Family Homes: | 2 garage spaces/d.u. (plus driveway). |
| 5) Carriage Homes: | 2 garage spaces/d.u. (plus driveway). |
| 6) Estate Condominium Units: | 2 garage spaces/d.u. (plus driveway). |
| 7) Villa Condominium Units: | 1 garage space/d.u. (plus driveway)
Plus 0.5 spaces/d.u. guest parking |

Site coverage statistics.

1) Professional Office:	Site Area = 5.18 Ac.		
a) building coverage:	15,000 sq. feet	6.65	% of P-O site.
b) paved areas:	69,497 sq. feet	30.81	% of P-O site.
c) green area:	141,059 sq. feet	62.54	% of P-O site.
2) Neighborhood Retail:	Site Area = 1.47 Ac.		
a) building coverage:	6,000 sq. feet	9.36	% of site area.
b) paved areas:	24,500 sq. feet	38.19	% of site area.
c) green area:	33,646 sq. feet	52.25	% of site area.
3) Senior Citizen Apartments:	Site Area = 11.0 Ac.		
a) building coverage:	35,000 sq. feet	7.30	% of total site.
b) paved areas:	94,092 sq. feet	19.64	% of total site.
c) green area:	350,068 sq. feet	73.06	% of total site.

2.2.2 Potable Water Supply.

The Latham Water District owns and operates the transmission mains and the water treatment facilities that provide potable water to all areas of the Town. The Latham Water District has water infrastructure along Boght Road, a.k.a. Baker Avenue, Loudon Road and Hunter's Run that are available to make connection and supply the proposed development with the required potable water. Water mains would be installed along the proposed streets and service the proposed homes. Additionally, the construction of the water main within the

Canterbury development will provide an interconnection of the existing water main at Loudon Road with the existing water main at Boght Road resulting in a cross-connected water system which will act to balance the system and provide redundancy to the localized water system network in the event that a local water main interruption occurs. All water main infrastructure will be in compliance with the Latham Water District's Standard Details and Specifications. Hydrants will be installed at an interval of not less than 500 feet and main isolation valve will be located at an interval of not less than 800 feet and in accordance with the Recommended Standards for Water Works (Ten States Standards). The Project is partially outside the boundaries of the Latham Water District, and will require a water district extension. The Projected water usage will contribute to cumulative impacts on the water system and the need for improvements to the supply, treatment, transmission, and distribution components of the water system. These impacts were addressed in the Boght Road / Columbia Street Area GEIS, and can be mitigated through contribution of a proportionate share of the cost of system improvements as identified in the GEIS Statement of Findings. The Project's internal potable water distribution system will be installed by the Project developer at the Project developer's expense and, upon completion and acceptance by the Latham Water District, ownership of the Project's internal potable water distribution system will be conveyed to the Latham Water District. The estimated total daily average water demand is expected to be the same quantity as sanitary sewer loading. Estimated total daily average water demand = 74,376 gpd with maximum daily water usage = 148,752 gpd or twice the daily average. (See Wastewater Disposal below).

2.2.3 Wastewater Disposal

The proposed development will generate sanitary waste which will be tributary to the Town of Colonie Pure Water's sanitary sewer system. The existing sanitary sewer system located on-site includes a portion of the Salt Kill Trunk sewer that generally traverses the subject site on a north to south direction.

Additionally, along Boght Road a gravity sanitary sewer system exists that services the existing homes located along Boght Road. These two existing systems have convenient points for connection and will provide sanitary sewer service to the proposed development. New gravity sanitary sewer mains are proposed to be installed within the project streets and easements and provide convenient locations for connection of the sanitary sewer laterals. Manholes will be constructed at all turns and at an interval of not less than 400 feet. All of the system components will be in compliance with the Rules and Regulations of the Town of Colonie Division of Pure Waters and with the Recommended Standards for Wastewater Facilities (Ten States Standards). An estimate of additional sanitary sewer flows are as follows: (Use NYS DEC Design Standards for Wastewater Treatment works – Intermediate sized sewerage facilities – 1988, for sewer loading values for neighborhood retail and office land uses, use 20% reduction for water conserving fixtures.)

- a) Professional Office: Loading value: 0.1 gal/SF of building area/day

$$30,000 \text{ S.F.} \times 0.1 \text{ gal/SF/day} \times 80\% = 2400 \text{ gpd.}$$

- b) Neighborhood Retail: Use shopping center value of 15 gal/employee.

Estimated employees (max shift) = 21

Use 2 shifts

$$21 \text{ employees} \times 15 \text{ gal/employee} \times 2 \text{ shifts} \times 80\% = 504 \text{ gpd}$$

For Residential land use, use 100 gal/day/person and for traditional homes use 3.6 person/household.

Traditional Single-Family Homes	22,752 gpd
Carriage Homes & Condominium Units	<u>38,800 gpd</u>
Total Estimate Sewer Loading:	74,376 gpd

The existing Town of Colonie sanitary sewer system has sufficient capacity to handle the additional flows generated from the proposed development. The Project's sanitary sewer system will be installed by the Project developer at the Project developer's expense and, upon completion and acceptance by the Division of Pure Waters, ownership of the Project's sanitary sewer system will be conveyed to the Town of Colonie.

2.2.4 Site Drainage and Grading.

The Project will have no adverse impact on adjoining properties associated with site drainage and grading. The proposed introduction of impervious areas, roofs, roads, etc., will result in an increase in the amount of stormwater runoff generated at the project site. However, this increase is mitigated by the construction of stormwater detention basins that will function to detain the stormwater flow and outlet stormwater at a controlled rate that is equivalent to or less than what is occurring currently. Stormwater detention design will be in accordance with N.Y.S.D.E.C. publication entitled "New York State Stormwater Management Design Manual", the Town of Colonie rules and regulations and the NYS SPDES GP 01-02 requirement for new development. Eight detention basins will be constructed throughout the proposed development at strategic locations. These detention basins will receive stormwater runoff captured from overland flows by catch basin structures that will be located along the roadways and within easements, which will have a closed drainage pipe system that will interconnect the structures and assist in the conveyance of the stormwater runoff into the tributary stormwater detention basin. The stormwater drainage system

components will comply with the standards and specifications of the Town of Colonie. The Project's stormsewer system will be installed by the Project developer at the Project developer's expense and, upon completion and acceptance by the Town of Colonie, ownership of the Project's stormsewer system will be conveyed to the Town of Colonie.

Grading of the project site will be completed in an orderly fashion and will comply with the Grading Ordinances of the Town of Colonie and the NYSDEC publication entitled "NY Guidelines for Urban Erosion and Sediment Control". A Notice-of-Intent (NOI) application has been completed and will be forwarded to NYS DEC to advise of proposed grading and earth disturbance. A copy of the NOI is contained in the project Stormwater Pollution Prevention Plan (SWPPP).

A qualified earthwork contractor will be retained to perform the majority of the earth excavation/fill work, site grading and installation of storm, sanitary and water facilities. Where required, replacement of wetlands on the site will be supervised by the Ecological Consultant, with assistance provided by the Earthwork contractor for excavation and grading.

Prior to the start of construction, the contractor will be required to develop an understanding of existing site topography, vegetative characteristics, soil conditions, wetland conditions, etc., within the vicinity of the work area. The Contractor shall manage the respective operations in recognition of existing site constraints and sensitivities and work in concert to facilitate proper coordination of all construction activities.

Earthwork Cut/Fill and Grading – After topsoil has been stripped and stockpiled, site excavation and fill will be performed using heavy earthmoving equipment in accordance with the proposed Site Grading Plans. Materials will be generally moved within each designated work area from cut and/or borrow

areas to areas that require fill. Initial rough grading will be geared toward bringing areas to within approximately one to two feet of proposed subgrade elevations. Once these elevations have been established, localized fine grading work will be initiated.

2.2.5 Site Preparation/Initial Construction Activities

Several initial tasks will be performed on-site at the start of construction in preparation for full-scale earthmoving and related construction operations. These tasks are identified and described below.

Establishment of Construction Entrance and Site Access Roads

The project will require one site entrance for construction purposes off New York State Route 9 (Loudon Road). This entrance will have a gravel or crushed stone base to support the weight of construction vehicles and to minimize soil erosion and dust. Within the site area, existing gravel/stone roadways will be utilized as primary access roads during construction. Where necessary, new haul roads will be developed with a gravel/crushed stone surface to provide access to designated work areas.

Erosion Control

Prior to the start of any clearing, grubbing or earthwork activities, erosion control devices will be installed around the perimeter of all earthwork areas, particularly at the interface with adjacent wetland areas and existing streams. These devices will consist of silt fences, hay bales, or other appropriate materials designed to inhibit the transport of soils and sediments away from the designated work areas. Such devices will be inspected on a minimum weekly basis and maintained throughout the construction process to ensure continued effectiveness. The project SWPPP includes planning charts and details for temporary and permanent measures developed by The Soil Conservation Service and published in the reference manual entitled *New York Guidelines for Urban Erosion and Sediment Control*. These control measures

will be implemented based upon field conditions and will evolve with the project as required in order to provide for the most effective management of current site conditions.

Protection of Areas to Remain Undisturbed

Areas to remain undisturbed beyond the limits of work include stands of trees, brush, open fields, open space set-aside and wetland areas. In order to ensure proper protection of these adjacent areas, the limits of work will be clearly defined on construction drawings and in the field before any construction activities are initiated. Where appropriate, and as may be required by any specific project permits or conditions of approval, limits-of-disturbance fencing will be installed.

Other specific measures may be required to protect wetland areas outside the limit of work as identified on the plans. These measures shall be implemented before any work occurs along designated wetland boundaries.

Temporary Sediment Basins

Initial earthwork activities will include the construction of several temporary sediment basins in order to minimize the length of transport of sediment-laden runoff from exposed work areas. Sediment basins will be created in selected locations where runoff from active work areas can be collected, retained and treated before being discharged to adjacent watercourses. The sediment basins will provide enough storage to retain the expected runoff from storm event and allow time for sediments to settle out within the basin. The basins will be maintained throughout the construction until permanent vegetative growth is established. The SWPPP includes several figures taken from the *New York Guidelines for Urban Erosion and Sediment Control* that provide details and specifications for the construction of temporary sediment basins.

Topsoil Stockpile Area

Topsoil stockpile areas will be identified, at the pre-construction meeting, for temporary storage of topsoil material that will be stripped from the surface of designated work areas. Stockpile areas will be located close to the work areas where material can be easily retrieved and reused to establish the new vegetative growth layer after site grading has been completed. Erosion control measures will be used to stabilize the stockpile areas, especially where material will be left for any significant period of time. Should topsoil stockpile areas remain into the fall and winter seasons, temporary over-seeding of these areas will be employed to minimize soil erosion during winter months.

Wetland Soils Stockpile Area

Separate stockpile areas will be created for the temporary placement of all topsoil and subsoil materials removed from impacted on-site wetland areas. These soil materials, and any vegetation that can be effectively removed without damage, will be retained for possible wetland replacement work.

Erosion and sediment controls will be implemented at the initiation of the project and will be maintained on a regular basis. The contractor will adhere to the project "Stormwater Pollution Prevention Plan" (SWPPP) which presents the methodologies to be employed during the construction of the project. During site grading operations, site clearing will be staged so as to expose only those areas scheduled for imminent grading operations. The erosion and sedimentation control plan would be implemented prior to the commencement of construction activities and would be monitored on a daily basis by the sitework contractor to assure effectiveness of the various measures and controls. Upon achieving plan grades, areas scheduled for vegetation would be topsoiled and seeded to establish new vegetation, therefore reducing the amount of area subject to erosion.

Existing and new vegetation are an integral component of the erosion and sedimentation control plan in that their timely implementation reduces the potential for erosion. Project erosion and sediment control methods will be maintained and supplemented as necessary throughout the duration of construction by the site contractor. Once construction is completed, the permanent erosion and sedimentation controls, such as vegetative measures, will become the integral elements of the erosion sediment control plan. Through the implementation of an integrated erosion and sedimentation control plan that includes temporary and permanent measures and a responsible site maintenance program, the quality of surface runoff during and after the construction of the project will be protected. The methods proposed for protecting the quality of the stormwater runoff are commonly used and familiar to the local contractor community.

2.2.6 Lighting

In general, commercial style site lighting shall be low glare high pressure sodium lighting. Lighting of all parking areas and on the commercial buildings within the Project shall be directed downward so as not to light adjacent properties. All lighting fixtures on an individual residence shall be from the same family of fixtures with regard to design, materials, color of fixture and type of light source. Exterior lights should only be used to accent entrances and special features, driveways, parking and pedestrian walkways. Light intensity should be no greater than the minimum required for automobile and pedestrian safety. A single pole-mounted yard light shall be provided on each residence in the front yard of the residence. All other exterior house lighting, for security or aesthetic purposes, shall be kept close to the house. Light fixtures shall be carefully oriented to avoid directing unwanted light towards adjacent properties and the adjoining street with the exception of motion activated security lighting. The design and style of poles, bollards and fixtures shall be consistent and

complementary to the architecture and sitework design. Wherever possible, “cut-off” luminaire lighting design and baffles would be used to avoid light spillage onto adjacent properties. Uplighting of trees and fountains, accent lighting of shrubs and entrances and silhouette lighting may be used to create special effects in selected areas so long as such lighting does not disturb adjacent properties.

2.2.7 Open Space Management and Landscaping

All lands not included within individual lots will be placed in Open Space Parcels to be owned by the homeowners' association to be created for the Project. Deed restrictions will be placed on Open Space Preservation Parcels for the long term maintenance and protection of these lands. A plan showing these areas is included in Figure 3.

A master landscape plan will be implemented for this project, which will include the following:

1. a distinctively landscaped main entrance and drive, which will serve as an identifying element;
2. street trees;
3. extensively landscaped central access road in the Villa Condominium Homes neighborhood; and
4. each lot/house will be landscaped.

2.2.8 Utilities

The Project is located within the electric service area of National Grid. Telephone service is provided by Verizon. Cable service is provided by Time Warner Cable.

2.3 Construction Activities

The proposed Project will be developed in phases which are anticipated to occur over a 3 to 6 year period from construction commencement. Construction traffic will only enter the site from NYS Route 9 and Boght Road during hours as permitted by the Town of Colonie. Earthwork operations, whenever practical, will be restricted to areas of 5 acres or less and the Contractor will implement "best management practices" to reduce soil erosion by water and wind.

SECTION 3. ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND MITIGATION MEASURES

3.1. Land

Construction will occur on land where the depth to water table is less than three (3) feet. This impact is considered to be small to moderate, and will be mitigated through appropriate construction and dewatering methods. Construction will continue for more than one (1) year and will involved more than one (1) phase or stage. This impact is considered to be small to moderate. The Site Contractor will implement physical erosion control facilities on site and follow best management practices to reduce erosion of soils and protect water quality of adjacent water courses.

3.2. Water Resources

The Project is partially outside the boundaries of the Latham Water District, and will require a water district extension. The projected water usage will contribute to cumulative impacts on the water system, and may require improvements to the supply, treatment, transmission, and distribution components of the system. These impacts were addressed in the Boght Road / Columbia Street Area GEIS, and can be mitigated through contribution of a proportionate share of the cost of system

improvements as identified in the GEIS Statement of Findings. The Project will increase surface runoff. Onsite stormwater management and erosion and sediment control will be incorporated in site development to limit peak rates of runoff to no greater than existing levels and to minimize impacts on water quality. This impact is considered to be small to moderate.

3.2.1. Wetlands

The Project will involve construction in freshwater wetland areas regulated by the NYSDEC and the ACOE. This potential impact would be permanent and irreversible and, therefore, requires further analysis. A portion of New York State wetland TN-11 is located on the westerly parcel of the property. A copy of the delineation is included in Appendix H of this SDGEIS. A federal wetland delineation performed in accordance with the ACOE guidelines was also conducted to identify federal wetland boundaries. A copy of the wetland delineation maps is included in Appendix H of this SDGEIS as well as a copy of the jurisdictional delineation letter issued by the ACOE dated December 2, 2005 and NYS DEC.

The impacts to wetlands associated with the preferred alternative have been minimized to the greatest extent by modifying the lot development to avoid wetland impacts, proposing road crossing in the narrower sections of wetlands, using retaining walls to shorten highway slopes, and utilizing buried bottom culverts.

Although wetland impacts have been avoided and minimized to the maximum extent practical, wetland impacts are not entirely avoidable due to the need to cross wetlands with roads and utilities to access developable

uplands. Project impact to wetlands, adjacent areas, and watercourses will be mitigated by a combination of enhancing a 2.4 acres of riparian area along the Salt Kill, on-site wetlands, preservation of wetlands in the substantial open space areas, and establishing 3.71 acres of on-site wetlands.

In addition, indirect impacts to wetlands as a result of decreased water quality will be avoided through the implementation of a Best Management Practices and a Soil Erosion Control Plan during the construction phases of the project and implementation of stormwater basins and other features of the Stormwater Pollution Prevention Plan after construction of the project. The Stormwater Pollution Prevention Plan is included as Appendix G.

3.2.2. Vegetation

Site vegetation consists of open meadows, shrubland, and successional forest on the western portion of the property, a mature wooded ridge at the approximate mid-point of the property, and shrubland/successional forest on the eastern portion of the property. The open meadows have been mowed in recent years and used for crop cultivation in past years. A Habitat Assessment was undertaken by The Chazen Companies to identify plant species on the site and is included in Appendix B of this SGEIS. No endangered, threatened, or rare plant species or communities were identified during the habitat assessment. All of the communities identified are common in New York State. Approximately 78.11 acres (40%) of the site, including a portion of all vegetative communities present on site, will be preserved in the Open Space Preservation Parcels. The preservation of these areas will mitigate the impact of the Project on this resource.

3.2.3. Wildlife

A Habitat Assessment was undertaken by The Chazen Companies to identify wildlife species on the site and is included in Appendix B of this SGEIS. No threatened or endangered fauna were identified within the boundaries of the property. Mostly generalist species with the ability to adapt to changing habitats were observed at the property. These species are found throughout Albany County and New York State. The proposed development of 90.96 acres will temporarily and permanently displace the wildlife utilizing these portions of the property. Approximately 78 acres will become the deed restricted Open Space Preservation Parcels. These areas will be protected from future development and will continue to serve as habitat for on-site wildlife. Therefore, the overall loss of wildlife and wildlife habitat is expected to be small to insignificant.

3.3. Agricultural Land Resources

The Project will irreversibly convert agricultural land to residential and commercial use. Only a portion of the property has been used for agricultural use with the most recent use being hay. This impact is considered to be small to moderate.

3.4. Aesthetic Resources

The proposed development would be in temporary contrast to the existing visual character of the area, particularly where proposed commercial and senior housing uses abut existing single family residential uses. This potential large impact would be permanent and irreversible, and is therefore an important impact that requires further analysis.

Photomosaic cross-sections of portions of the existing Project area on which non-residential components of the Project are proposed is presented in Appendix C of this SDGEIS. This section includes a view

shed analysis to determine potential visual impacts of the proposed non-residential components of the development provided from several locations on the site where proposed commercial and senior housing uses abut existing single family residential uses

The visibility of structures is diminished by distance, existing grade change and existing mature vegetation. Views will be further buffered as a result of additional grading and the installation of plantings groups incorporated in the landscape plan. These plantings will include a combination of evergreen and deciduous trees as well as shrubs. The Senior Apartments are designed to have residential features incorporated into their architecture. This will include the use of sloped and gable-end roofs, residential style windows and the use of shutters on windows. Existing mature trees, planted by adjacent property owners in anticipation of eventual development provide a natural buffer which will be supplemented and in-filled with new trees.

3.5. Historic and Archeological Resources

The Project site is within an area designated as sensitive for archeological sites on the NYS Site Inventory. This potential large impact would be permanent and irreversible, and is therefore an important impact that requires further analysis. An Archeological Phase 1 (1A & 1B) and Phase 2 Cultural Resource Investigations were undertaken for the Project and are included in Appendix D of this SGEIS. Specific tasks conducted for the cultural resource investigations adhere to the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) accepted guidelines as outlined within the "Standards for Cultural Resource Investigations and the Curation of Archaeological Collection in New York State" and the "State Historic Preservation Office Phase 1 Archaeological Report Format Requirements". This work was designed to follow the instruction and

intent of Section 106 of the National Historic Preservation Act, as amended (Public Law 89-665), and the Procedures for the Protection of Historic and Cultural Properties (36 CFR 800), in compliance with the National Environmental Policy Act, CFR 14 (1963). Phase 1 investigations consist of two main components including a Phase 1A literature review and sensitivity evaluation followed by physical Phase 1B archaeological field investigations. The results of the Phase 1 investigations and recommendations of the archaeologist are detailed in a final report submitted to OPRHP Project Review for comments, review and approval.

The Phase I cultural study located two historic sites identified therein as Historic Site 1 and Historic Site 2 within the area of proposed development. A Phase 2 level cultural study was performed to further investigate these sites in detail to determine their nature, significance and quality. Historic Site 1, known as the J. Plant/William Raff Farm Complex, consists of an existing concrete block barn and a series of foundation remains related to a mid 19th century residence constructed between 1850 and 1854. Phase 2 examination of this site revealed the site to be substantially destroyed with no resultant cultural value. Historic Site 2, known as the Jan Douwe Fonda/Levinus Lansing Farm complex and cemetery, consists of mid 18th century foundation remains related to residence, barns, outbuildings and well system. These remains occur partially within an area of the development designated as set aside "Open Space" and partially within one carriage home lot located on the north side of proposed Eagles Lane. The decision was made by the Developer to preserve the foundation remains and associated features of Historic Site 2 and the affected Carriage lot was eliminated and added to the adjacent open space area. A 4' high fence will be installed at the commencement of the development to cordon off Historic Site 2 to construction activity and

the general public. Additionally Phase 2 cultural resources services were conducted at and adjacent to Historic Site 2 to locate in the field the cemetery lot suggested to be in the area. Close interval shovel tests, mechanical clearing and surface scraping was performed within proposed development limits and did not find evidence of the cemetery. Accordingly, it is determined that the cemetery, while possibly within the property, is not located within the area of proposed street and lot development. Therefore, with the elimination of one carriage home lot and preservation of the foundation remains, etc., the development will not have an impact on Historic Site 2.

The impact to Historic and Archaeological resources is small to insignificant and is mitigated by the documentation of disturbed remains at Historic Site No. 1 and the preservation and protection fencing of Historic Site No. 2. The former cemetery has been determined not to lie in areas proposed for development and accordingly will not be impacted by the development.

3.6. Transportation

The Project will increase traffic on the local highway system. In addition, site-specific impacts related to the proposed access from the site to Loudon Road and Baker Avenue/Boght Road may occur. This potential large impact would be permanent, irreversible, and of significant magnitude, and is therefore an important impact that requires further analysis. A traffic analysis of site-specific traffic impacts has been conducted by Transportation Concepts, LLP, of Schenectady, NY and is included in Appendix E. Traffic modeling summaries utilized in the Project traffic analysis provide that, with the initiation of the recommendations set forth in the analysis, area roadways and intersections will operate at least at the same level of service with the proposed added

site traffic as compared to background conditions without the Project. The Project traffic analysis assumes that the recommendations for improvements to the transportation system as provided in the Boght DGEIS Land Use and Transportation Update will be implemented as traffic thresholds are experienced to trigger highway improvement. The Project sponsor will be responsible for payment of a proportionate share of the cost of appropriate improvements in accordance with mitigation fees outlined in the Boght GEIS. The update of the transportation analysis portion of the GEIS prepared by Creighton Manning Engineering LLC is available on the Town of Colonie's website at www.colonie.org. This update is intended to ensure that the improvements identified in the Statement of Findings are appropriate given the development that has occurred in the study area since completion of the GEIS as well as projected future development.

The Canterbury development impact to traffic is therefore small to moderate and is mitigated by the project implementation of features identified in the project specific traffic study and the contribution of mitigation fees toward improvements outlines in the 2005 Boght DEIS Land Use and Transportation Update.

3.7. Public Health

The Project will be constructed on a site that may have been subject to contamination by dumping and activities related to an airstrip that reported existed on the site in the past. This potential large impact would be permanent and irreversible, and is therefore an important impact that required further analysis. A Phase I Environmental Assessment Investigation was prepared for the site and is included as Appendix F. No

evidence of an airstrip within the Project site was revealed. Reports of an airstrip in the area refer to an airstrip that was located substantially north of the properties on land near what is now Green Mountain Road and, therefore, does not affect the Project site. The Phase I Environmental Assessment did not find evidence of site or soil contamination and did not recommend need for additional testing or investigation.

3.8. Growth and Character of Community or Neighborhood

The Project will cause a change in the density of land use by converting a undeveloped site to residential and commercial uses. Impacts related to this change are as described above. The Project will create additional demand for community services such as schools, police, and fire. The Project will create employment related to the proposed commercial development and senior citizen housing uses. These impacts are considered to be small to moderate.

SECTION 4. UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

The development of the Canterbury Crossing Planned Development District will result in some short and long-term adverse impacts that cannot be avoided or completely mitigated.

Short-term construction activities such as excavation, filling, and grading may result in dust, noise. Mitigation measures to reduce these impacts include the implementation of comprehensive erosion control measures outlined in the development's SWPPP, sequencing of construction activities to reduce the area of the site open to erosion, time restrictions on construction activity, and use of mufflers on construction equipment.

The Canterbury Crossing Planned Development District will also result in long-term impacts, including:

- Alteration of the sites' topography (grading);
- Temporary and permanent disturbances to 1.24 acres of New York State wetlands, 13.47 acres of wetland adjacent area, and 2.81 acres of Federal wetlands. Impact to wetlands will be mitigated by the establishment of 3.71 acres of compensatory wetlands on site and enhancement planting of 2.4 acres of riparian buffer along the headwaters of the Salt Kill.
- Loss of approximately 70± acres of agricultural land, some of which is included in the State and Federal wetland areas
- Creation of impermeable land surface, resulting in increased stormwater runoff and potential erosion and sedimentation. A stormwater pollution prevention plan will mitigate these impacts.
- Removal of existing vegetation consisting of primarily early successional field and shrubs.
- Loss of some wildlife habitat, destruction of immobile wildlife and a greater concentration of wildlife in surrounding areas.
- Increased traffic levels on area roads. Development transportation mitigation fees will be applied to the upgrade of area roadways.
- Increased air emissions. These increases do not meet or exceed air quality standards.
- Increase solid waste generation.

- Increased demand for community services, such as police and fire protection, emergency medical services, water supply and sewer treatment. Additional tax revenues and mitigation fees are expected to more than cover the cost of these services.
- Changes in community character from suburban, undeveloped parcel to a Planned Development District. The change is consistent with current Town land-use policy.

SECTION 5. ALTERNATIVES

5.1. Alternative Locations

The Town of Colonie is a suburban community that is largely built-out. There are a few remaining developable residential and commercial properties. However, according to the Town of Colonie Comprehensive Plan, much of the available land is not desirable to develop for a variety of reasons. A large number of undeveloped properties are located in the southwestern portion of the Town. These properties are located in or adjacent to the Albany Pine Bush Preserve, which is not a preferable development location. Several other large developable areas are listed in the Town of Colonie Comprehensive Plan as parcels of high conservation interest, making these areas not preferable for development. The Project Sponsor is not aware of any alternative locations that are available to them for this Project that are of a similar size, have a similar location, transportation facilities and have public utilities available to service the property.

5.2. Alternative Use of the Site

One alternative use of the site which would be consistent with property zoning includes cluster development with a variety of single

family homes, i.e. traditional single family homes and town homes. This alternative would require the identification and set aside of environmentally important and significant lands, areas of natural quality and buffer areas between development types. The areas of set aside lands would be similar in location and land area to those identified in the PDD plan proposed for this project. Impacts to wetlands and buffer areas would also be of similar quantity for roadways and utility crossing to gain access to developable lands. This alternative however, would deprive the Town and the developer of the variety of residential housing products offered to residents of the Town of Colonie and prospective home buyers. Cluster development would not allow the development of residential condominium units or the Senior Citizen Apartment component. The residential condominium component is deemed important as it offers an affordable alternative style of single family ownership where building exterior, grounds maintenance, snow removal and driveway maintenance are taken care of by an Association and not the responsibility of each individual home owner. Similarly, the independent living Senior Citizen Apartment component would not be permitted without a zone change to allow multi-family development. The Senior Citizen Apartment component is identified by the Town and residents as an important facility for the elderly citizens of the Town who would like to remain in the Town of Colonie, but in an affordable and secure environment with residents of similar social interaction and independent living quality.

The cluster development alternative would also not permit the retail and office components of development allowed by the Planned District Development. These latter two development types provide neighborhood opportunities for basic shopping and work and promote internal passive pedestrian recreation. The retail and office, and residential condominium and senior citizen apartment uses would require

separate spot zone changes which are traditionally discouraged as quality community land planning and land management practices.

The residential cluster style of land development would result in development impacts of similar scope, nature and quantity as the proposed Planned District Development, but without the full array and opportunity to appeal and service the broad sector of residents of the Town.

Other alternative uses of the site for development other than as permitted as-of-right under the Project site's existing zoning would also, by definition, require a zoning change by the Town and would likely result in similar, if not more significant, impacts associated with them.

5.3. Development Under Existing Zoning

Developing the project area under the property's existing single family residential (SFR) zoning would not permit the development of the variety of types of housing which are proposed for the Project, and in particular, the Senior Citizen Apartments. Carriage Homes and some Condominiums would be allowed with application of the Conservation Overlay criteria as permitted in the Code. These latter two types of housing opportunities are designed to appeal to young professionals, couples, singles and "empty-nester" homebuyer, which are segments of the housing market presently underserved in the Town of Colonie. The Carriage Home and Condominium homebuyer seeks an alternative to a home with the amount of road frontage and lot area that is required under the SFR zoning. To this homebuyer, the added cost in the initial construction of a traditional home, and the subsequent maintenance costs are not desired and do not have value.

Developing the Project in accordance with its SFR zoning and Conservation Overlay criteria would not significantly reduce impacts associated with the Project as proposed. The land areas of the project site

that would be selected for development would probably not change substantially from that identified for the proposed project. The large tracts of set aside and preservation Open Space lands would require establishing an Association to own and manage these lands. The project would be fully residential in land use and the retail and office components would not be allowed by the Zoning Code. A spot zone change would be required for these two uses. More importantly, the Senior Citizen Independent Living Apartment component of the project would not be permitted. Although residential in nature, this component is classified as multifamily and would not be permitted in the SFR zone or by implementation of the Conservation Overlay Development provisions of the Code. The Senior Citizen Independent Living Apartment component is considered an underserved residential need in the Town of Colonie. Senior citizen apartments offer affordable independent living units in a secure environment with cultural and social activities enjoyed by the senior citizen residents. A spot zone change to multi-family would be required to permit the Senior Citizens Independent Living development. The required Spot zone changes are not desirable or endorsed as effective community land planning and land management policy.

The development of the property in accordance with its SFR – single family residential zone and implementation of the Conservation Overlay zone allowances would result in development impacts of similar scope, nature and quantity as that of the proposed project. However, this approach to site development results in the loss of the Senior Citizen Independent Living apartment components and retail and office land uses which are considered important in an integrated land development plan.

5.4. No Action Alternative

Consideration of the “no action” alternative is required under SEQR regulations. The “no action” alternative would render the site

undevelopable except historic farm activity and deny the owner's right to equitable compensation, significantly reducing the site's value to the owner, and prevent construction on the site. While not a realistic option from the Project sponsor's standpoint, the "no action" alternative would eliminate impacts associated with construction of man-made structures, including disturbance to soil, vegetation, wildlife habitat, drainage patterns, cultural resources, and community services.

The "no action" alternative would deny the Town the benefits of the proposed variety of housing styles, including the empty-nester housing and the senior citizen housing. The inability to develop the property would diminish its value with a corresponding effect on its assessed valuation and tax contribution to the Town. Project generated traffic would be avoided under the "no build" alternative; however various area roadway improvements will be necessary even without the Project as described in the 2005 Boght DGEIS Land Use and Transportation Update, but without the mitigation fees projected from the Project to contribute to the same.

SECTION 6. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

6.1 Human Factors

The construction of this residential development will require an irreversible and irretrievable commitment of labor, construction materials, supplies and energy.

The project represents a permanent conversion of undeveloped land to commercial and residential use and community open space. Future development options for this land in terms of other uses other than the proposed development will be eliminated.

6.2 Physical Factors

6.2.1 Topography, Geography, Soils

Construction involves the placement of impervious surfaces over the portions of the project area being developed, thereby resulting in the increase of surface runoff. The construction of road, development sites and stormwater management features will permanently alter the existing topographic features.

6.2.2 Hydrology

The existing on-site drainage pattern will be modified slightly. Disruption of ambient water quality may occur during construction in the form of turbidity and surface erosion as erosion and siltation control measures are being implemented. This will be a minimal, if any, short-term impact and can be maintained by implementation of the SWPP during construction. Ambient water quality will return following completion of construction.

6.2.3 Air Quality and Noise

These commitments will be associated primarily with the increased traffic flow into and out of the project area. The increased ambient noise and air pollutant levels caused by this development will be minimal.

6.2.4 Vegetation and Wildlife

A portion of the existing on-site vegetation will be eliminated by the construction of homes with a corresponding reduction in the project area for use by wildlife.

6.2.5 Wetlands

The project will result in temporary and permanent disturbances to 1.23 acres of NYS wetlands, 13.47 acres of wetland adjacent area, and 2.81 acres of Federal wetlands. These impacts have been avoided and minimized to the maximum extent practical. Loss of wetlands will be offset by establishment of on-site wetlands, implementation of riparian buffer plantings, and preservation of a substantial amount (40%) of the property.

SECTION 7. GROWTH INDUCING, SECONDARY AND CUMULATIVE IMPACTS OF THE PROPOSED ACTION

The Project site lies within the geographic area covered by the Boght Road/Columbia Street Area Generic Environmental Impact Statement (hereinafter the “GEIS”) and the 2005 Boght DGEIS Land Use and Transportation Update. Development of the site as proposed is generally consistent with growth anticipated in, and planned for by, the Boght Area GEIS.

SECTION 8. EFFECT OF THE PROPOSED ACTION ON THE USE AND CONSERVATION OF ENERGY

The proposed development will be built in conformance with all New York State Building and Energy Conservation Construction Codes. These regulations have been updated to require that all new commercial and residential buildings are constructed with energy-efficient materials and equipment with energy-savings devices.

Energy-efficient windows and glazing, insulation materials and HVAC systems will promote the conservation of electricity and natural gas. HVAC equipment incorporates economizer features which sense outside temperatures and select the most economical introduction of fresh air, time clocks regulate equipment operation consistent with periods of occupation and photo electric cell controlled lighting is implemented for outdoor lighting.

The primary types of energy for heating, ventilation, cooling, lighting, and operation of household appliances will be electric energy and natural gas currently supplied by National Grid Corporation. Alternate sources of energy for heating could be solar energy or groundwater heat pumps.

The proposed development plan layout offers the potential for orienting residential homes for solar access. This can be utilized for passive solar heating or for heating of water.

The geographic location of this project will result in energy conservation due to a modest length of travel to places of employment, shopping and recreation.