DRAFT ENVIRONMENTAL IMPACT STATEMENT

for the

New York State Life Sciences Public Health Laboratory
Wadsworth Center, New York State Department of Health

W. Averell Harriman State Office Building Campus
Albany, New York

Prepared on behalf of:

New York State Department of Health
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Date DEIS Accepted as Complete: October 15, 2024
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EXECUTIVE SUMMARY

Introduction

The Dormitory Authority of the State of New York ("DASNY") has received a request from the New York State Department of Health ("NYSDOH") to construct the New York State ("NYS") Life Sciences Public Health Laboratory. For the purposes of review under the *State Environmental Quality Review* Act ("*SEQRA*"), the Proposed Action would consist of NYSDOH's approval of construction pursuant to the *Public Health Law ("PHL")* of NYSDOH's plan to centralize and consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities located in the Capital Region. DASNY's role is to deliver the project on behalf of its customer agency, NYSDOH, the programmatic decision makers and owners of the project. As the Owner's Representative, DASNY would hold all contracts, including with the design-build team and other consultants.

The Proposed Action would facilitate the construction of a new, purpose-built, state-of-the-art Life Sciences Public Health Laboratory building and accessory surface parking lot (the "Proposed Project"). The Proposed Project would foster innovation and collaboration at the Wadsworth Center facility, and between the Wadsworth Center and outside partners, contributing to broader life sciences initiatives in the Capital Region.

The purpose of this Draft Environmental Impact Statement ("DEIS") is to assess the potential environmental impacts of the Proposed Project, as required under *SEQRA* and its implementing regulations (6 *N.Y.C.R.R.* Part 617). DASNY is the designated Lead Agency for the *SEQRA* process. DASNY issued a Lead Agency Request and Full Environmental Assessment Form – Part 1 on February 1, 2024. There being no objections, DASNY declared itself Lead Agency and adopted a Positive Declaration, signaling its intention to prepare an Environmental Impact Statement ("EIS"), on March 6, 2024. This DEIS has been prepared in accordance with the environmental analysis described in the Final Scoping Document issued by DASNY acting as Lead Agency on May 22, 2024. A copy of the Final Scoping Document and all relevant SEQRA documents can be found in **Appendix A** and are available on DASNY's website at https://www.dasny.org/.

Description of the Wadsworth Center

The Wadsworth Center is the public health laboratory for the State of New York. Since its origins in 1901, developing communicable diseases treatments, to its establishment in 1914 as the Department of Health's Division of Laboratories and Research, the Wadsworth Center has grown to become one of the nation's preeminent state public health laboratories, providing a broad range of highly technical and specialized diagnostic, surveillance, and research activities as well as laboratory certification and educational programs, all directed towards protecting the health and well-being of the citizens of New York State. The Wadsworth Center played a central role in combating the COVID-19 pandemic and is a leader in the development and application of new public health technologies. Pioneering applied and basic public health research and development done at the Wadsworth Center has broad public health impact well beyond the state of New York, frequently impacting the establishment of national and international standards for public health policy and practice.

The Wadsworth Center is currently organized into one administrative, one operational, four scientific (Environmental Health Sciences, Genetics, Infectious Diseases, Translational Medicine), and one regulatory Division, all under the overall supervision of the Director's Office. Programs within these Divisions cover a broad range of public health activities, including:

- Division of Environmental Health Sciences
  - Asbestos
  - Cannabis Reference
  - Chemical Defense
  - Clinical Biomonitoring
  - Emerging Contaminants
  - Environmental Biology
  - Food Defense
  - Inorganic Chemistry
  - Nuclear Chemistry
  - Organic Chemistry
  - Trace Elements
- Division of Genetics
  - Newborn Screening
- Division of Infectious Diseases
  - Arbovirology
  - Bacterial Diseases
  - Biodefense
  - Bloodborne Viruses
  - Clinical TB
  - Diagnostic Immunology
  - Mycotic Diseases
  - Parasitic Diseases
  - Rabies
  - Viral Diseases

Scientists at the Wadsworth Center study ongoing public health issues, including drug resistance to emerging infections, environmental exposures, and basic biological processes that contribute to human health and disease; and they employ modern methods, such as biomarkers of exposure. As the state's public health reference laboratory, the Wadsworth Center responds to urgent public health threats as they arise; develops advanced methods to detect microbial agents and genetic disorders; and measures and analyzes environmental chemicals.

Research scientists at the Wadsworth Center investigate a wide range of topics important to advancing knowledge in public health science, including:

- Bacterial Drug Resistance
- Cellular and Molecular Structural Analysis
- Exposome and Biomonitoring
- Microbial Molecular Genetics
- Microbial Pathogenesis and Host Immunity
- Public Health Genomics
- Zoonotic and Vectorborne Diseases

The Wadsworth Center's Division of Laboratory Quality Certification administers a comprehensive series of laboratory licensure programs, including the Clinical Laboratory Evaluation Program and the Environmental Laboratory Approval Program, among many others.

The Wadsworth Center also trains the next generation of scientists through programs for doctoral, master's, and undergraduate students, as well as specialized training for postdoctoral fellows and others. Many scientists at the Wadsworth Center have academic appointments in the State University of New York at Albany's College of Integrated Health Sciences, and graduate students in the Departments of Biomedical Sciences and Environmental Health Sciences perform their dissertation research in Wadsworth Center laboratories.

The existing Wadsworth Center laboratories and facilities are located in five separate locations across the Capital Region, with a current total of approximately 800 personnel. The five existing facilities are:

(1) Griffin Laboratory, 5668 State Farm Road (NYS Route 155), Slingerlands;

(2) Biggs Laboratory, Empire State Plaza, Corning Tower, Albany;

(3) David Axelrod Institute, 120 New Scotland Avenue, Albany;

(4) Life Sciences Innovation Building, 150 New Scotland Avenue, Albany; and

(5) Western Avenue Offices, Albany.

Purpose and Need

The Wadsworth Center's existing laboratory facilities are antiquated and past their useful lifespans. The buildings at the Griffin Laboratory site are 50 to 90 years old, and the Biggs Laboratory at the Empire State Plaza is over 50 years old. The aging infrastructure at these sites require substantial on-going maintenance to keep operational, and it is difficult to meet the ventilation, temperature, and electrical requirements needed to operate a modern laboratory. The David Axelrod Institute is over 30 years old. Its design is outdated, making it difficult to configure spaces for modern instrumentation and workflows. The aging infrastructure and outdated design of its current laboratories makes it increasingly difficult for the Wadsworth Center to meet the needs of a modern public health laboratory and to fulfill its critical public health mission.

The Proposed Project would consolidate laboratory operations of the Wadsworth Center from the current five locations into one new, world-class, state-of-the-art laboratory that would provide many benefits, including:

- Improved preparedness for future public health emergencies
- Enhancements necessary to meet emerging public health threats
- Improved efficiencies in public health testing
- Attraction and retention of world-class scientists
- Improved competitiveness for research funding
- Reduced costs of operations, maintenance, training, and security
- Increased personnel efficiency
- Enhanced life sciences initiatives in the Capital Region

The Proposed Project would contain flexible laboratories spaces that can be adapted quickly to respond to public health emergencies. In addition, bringing all the Wadsworth Center's Divisions under one roof would facilitate synergies that can lead to new discoveries and scientific

breakthroughs. The co-location of scientists and researchers in one advanced laboratory facility would also support and cultivate industry collaborations and enhance the Wadsworth Center's ability to continue to study critical public health issues, such as drug resistance to emerging infections, environmental exposures, and biological processes that contribute to human health and disease.

In February 2019, the New York State Public Authorities Control Board approved the Urban Development Corporation's request for a life sciences laboratory public health initiative plan for the location of a public health laboratory on the W. Averell Harriman State Office Building Campus ("Harriman Campus"). In addition, commensurate with the importance of the Wadsworth Center, New York State's 2023–2024 budget included approximately $1.7 billion to fund the proposed new laboratory, for which DASNY has been awarded the design and construction contract by NYSDOH.

Project Site

The Project Site is approximately 27 acres on the southeastern portion of the approximately 330-acre Harriman Campus in western Albany (the "Project Site"). **Figure S-1** shows the location of the Project Site in relation to the locations of existing Wadsworth Center facilities in the Capital Region. The Harriman Campus was largely developed during the 1950s and 1960s and includes 16 New York State government office buildings in a campus-like setting. The Harriman Campus is roughly bounded by Washington Avenue to the north, Western Avenue to the south, the University of Albany to the west, and New York State Route 85 to the east. **Figures S-2 and S-3** show an aerial photograph of the Project Site and Harriman Campus and a map of the existing buildings on the Harriman Campus, respectively.

The Project Site previously contained structures that were part of the campus, but those structures have been demolished and the site is now vacant. The Project Site currently contains paved and unpaved areas and is used partially for campus parking as well as a closed portion used by contractors working elsewhere on the Harriman Campus.

Description of the Proposed Project

NYSDOH proposes to redevelop the Project Site with a new, four-story (plus mechanical floor) state-of-the-art laboratory building containing approximately 652,000 gross square feet ("gsf") and a surface parking lot with approximately 930 parking spaces (see **Figures S-4 and S-5**). The Proposed Project would centralize and consolidate the existing operations of the Wadsworth Center within a new purpose-built, state-of-the-art Life Sciences Public Health Laboratory building that would maximize resources in support of public health testing, collaborative research, and learning opportunities. The design of the Proposed Project seeks to address several challenges: satisfy optimal program adjacency goals in the context of a large number of programs spread across four large floor plates; develop an efficient laboratory organizational model that maximizes staff interactions and promotes collaboration; establish close adjacencies between laboratories and workstations; and limit travel distances throughout the building while also promoting circulation and connectivity to enhance opportunities for spontaneous interactions. Laboratory spaces would be designed with mobile, modular casework to provide maximal flexibility to meet current needs while maintaining the ability to be easily and rapidly reconfigured to adapt to future public health needs as they evolve. In addition, the laboratory would be designed to provide a flexible system for the distribution of the varied support services that are needed to operate a modern, cutting-edge public health laboratory.

9.5.24

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Project Site

Wadsworth Center Laboratory Facilities

Project Site Context

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure S-1

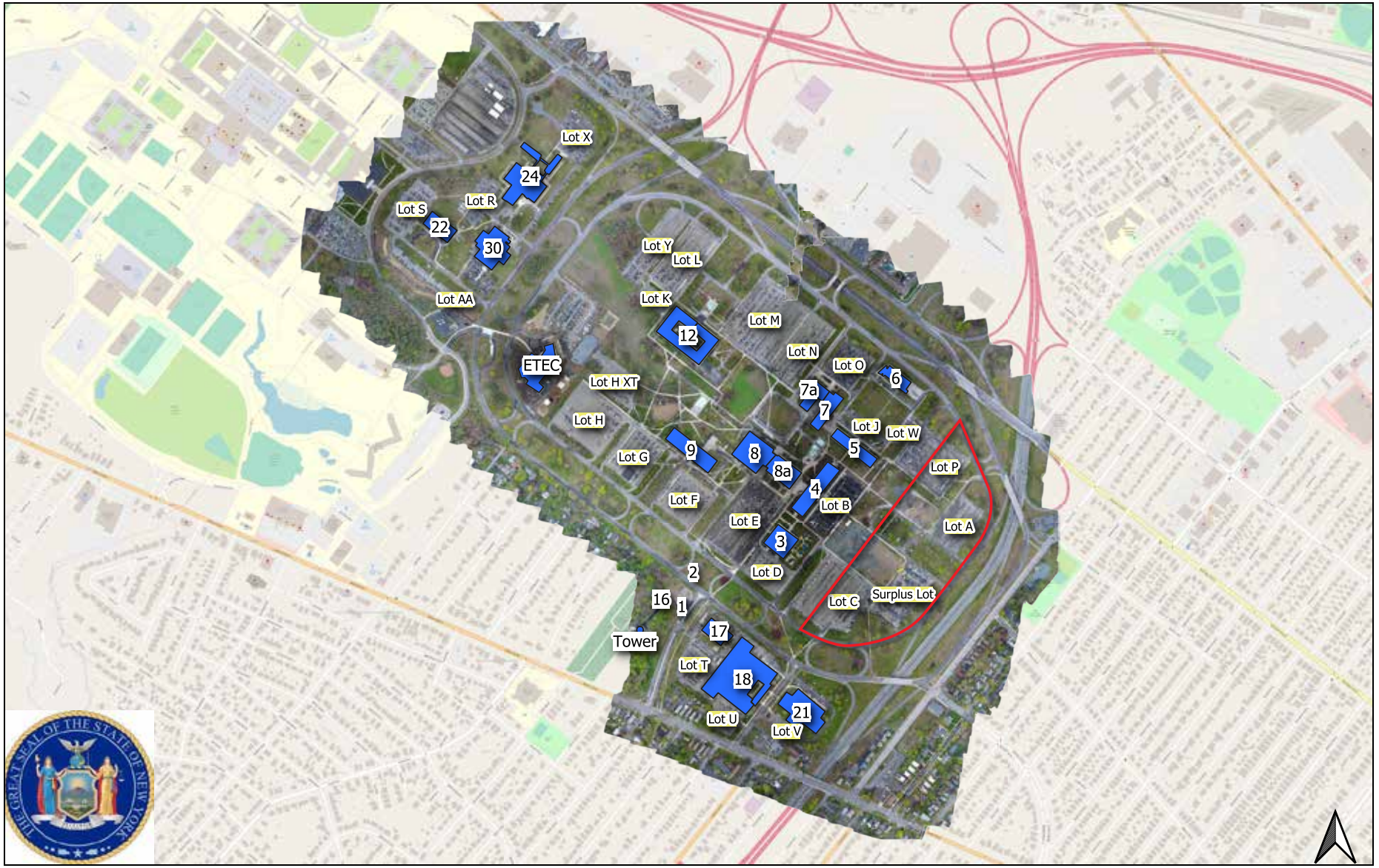
9.17.24

Project Location

Figure S-2

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

9.5.24



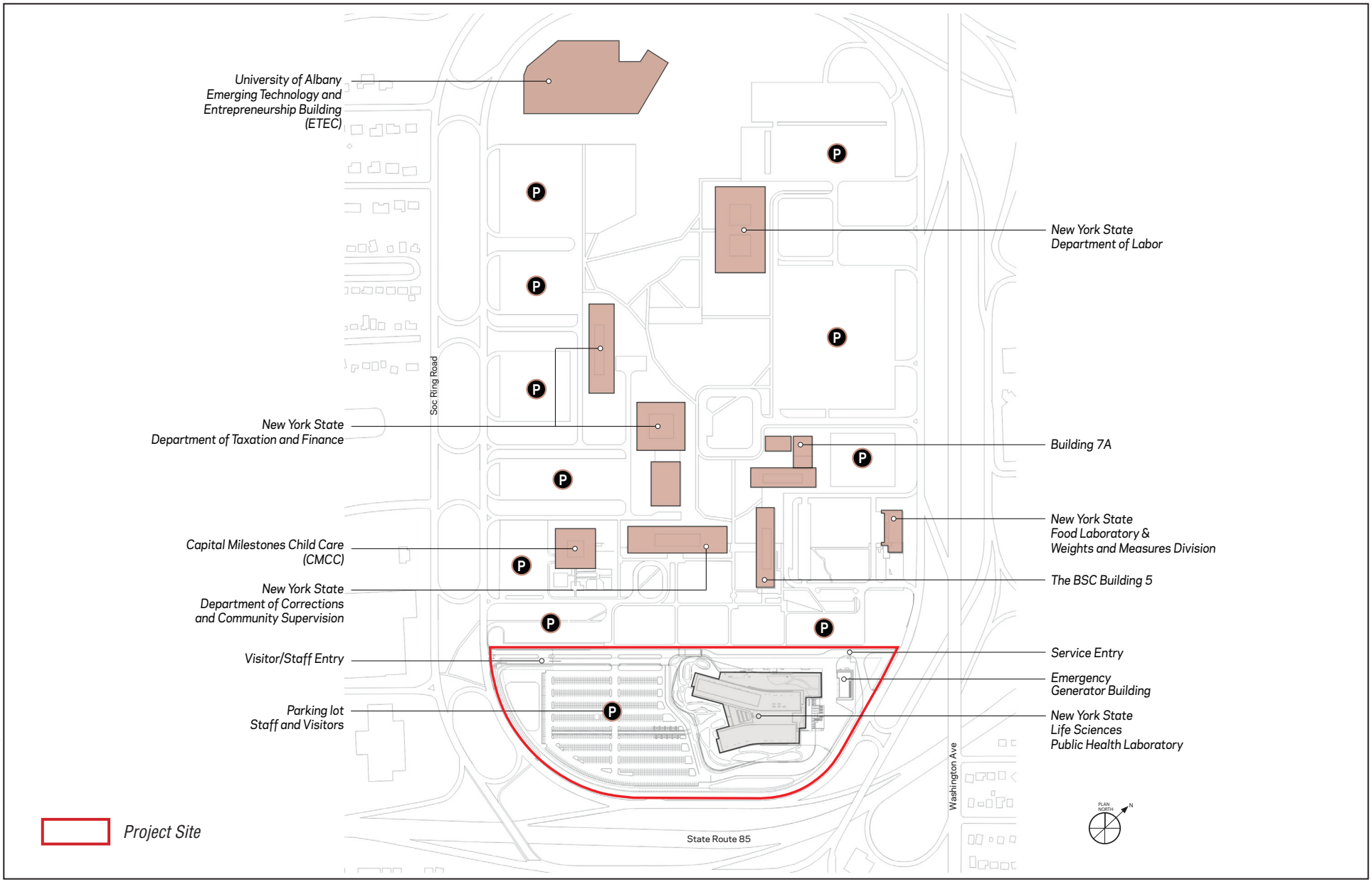
Project Site

W. Averell Harriman State Office Building Campus

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure S-3

9.5.24



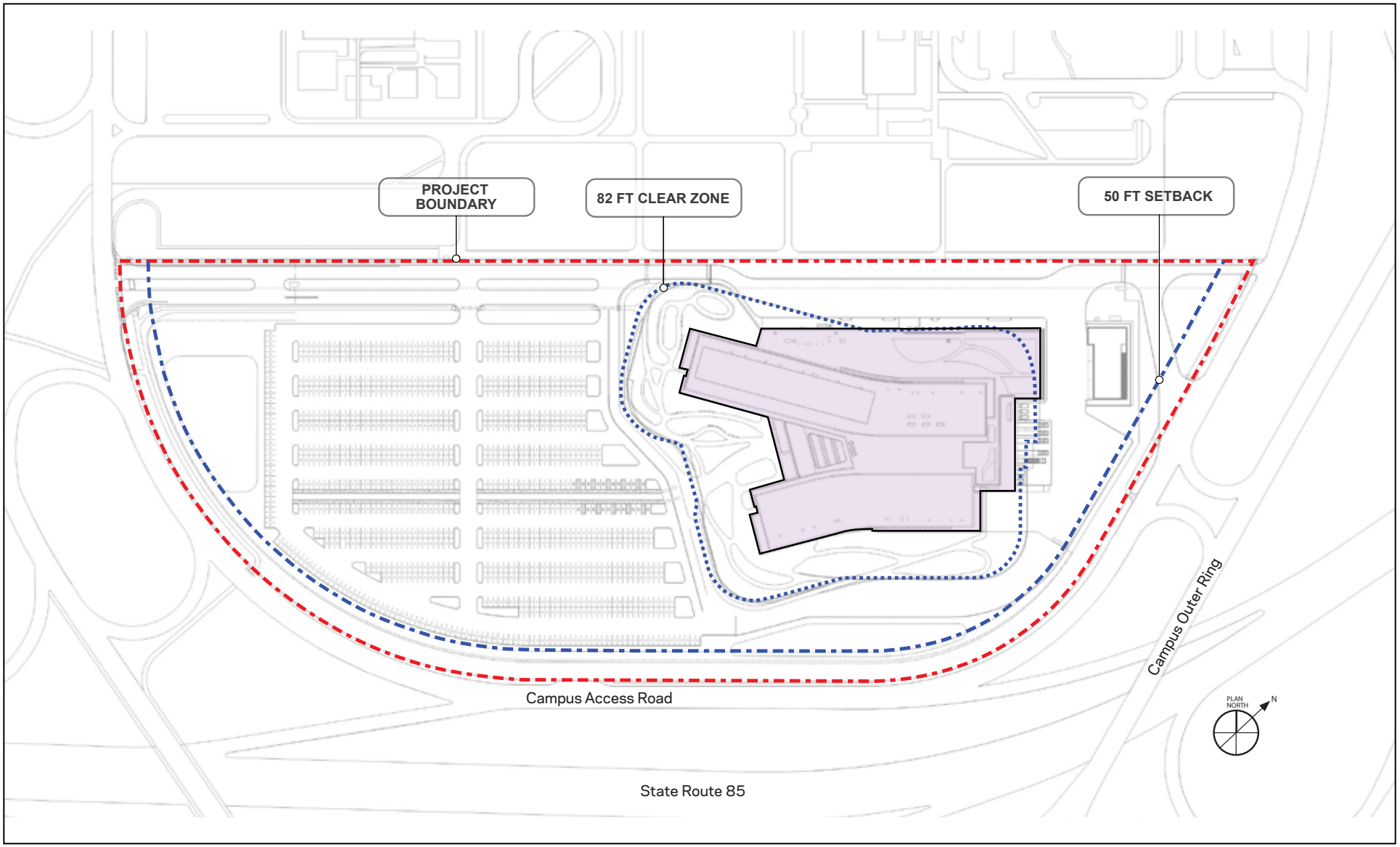
Source: HOK, GILBANE, TURNER

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan
Site and Context

Figure S-4

9.5.24



Source: HOK, GILBANE, TURNER

Project Site

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure S-5

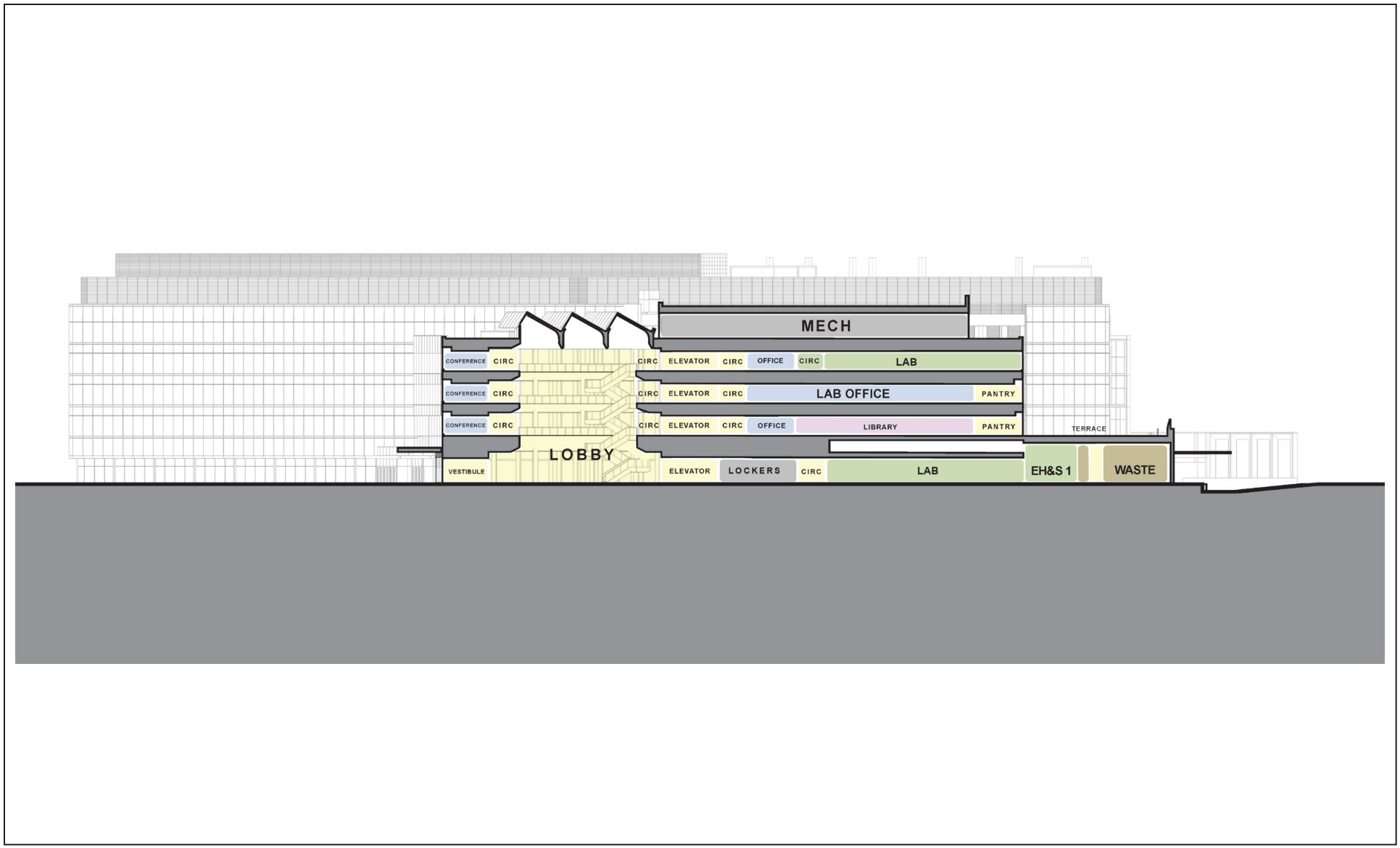
As shown in **Figures S-2 through S-5**, the new building would be sited on the eastern portion of the Project Site, with parking to the west. As currently contemplated, the building is being designed with a “hub and spoke” plan with a centralized hub containing an atrium, vertical circulation, and spaces for collaboration. Two spokes would extend from the hub and would contain four stories of laboratories, associated office space, and other support programs, plus a full mechanical floor.

The new facility is being designed to include all the varied types of spaces needed for the Wadsworth Center to fulfill its public health mission, including biology and chemistry laboratories, biocontainment laboratories, particulate clean rooms, light and electron microscopy imaging laboratories, and vivariums. Laboratory support spaces would also be provided, including biochemistry and immunology instrumentation laboratories, a glassware cleaning facility, environmental rooms, a warehouse, a large freezer storage area, and facilities management maintenance and repair shops. The building is also being designed to contain a Central Utilities Plant. Amenity spaces are anticipated to include offices, conference rooms, classrooms, collaboration spaces, a large auditorium, kitchenettes, and a cafeteria. A separate emergency generator building would be located northeast of the main facility. A closed-loop geothermal heat pump system is proposed to be located beneath the parking lot to meet a portion of the heating and cooling demand from the facility. As a closed loop system, the proposed geothermal heat pump system would maintain separation from the existing ground water.

Figure S-6a and **Figure S-6b** provide illustrative building section diagrams of the Proposed Project.

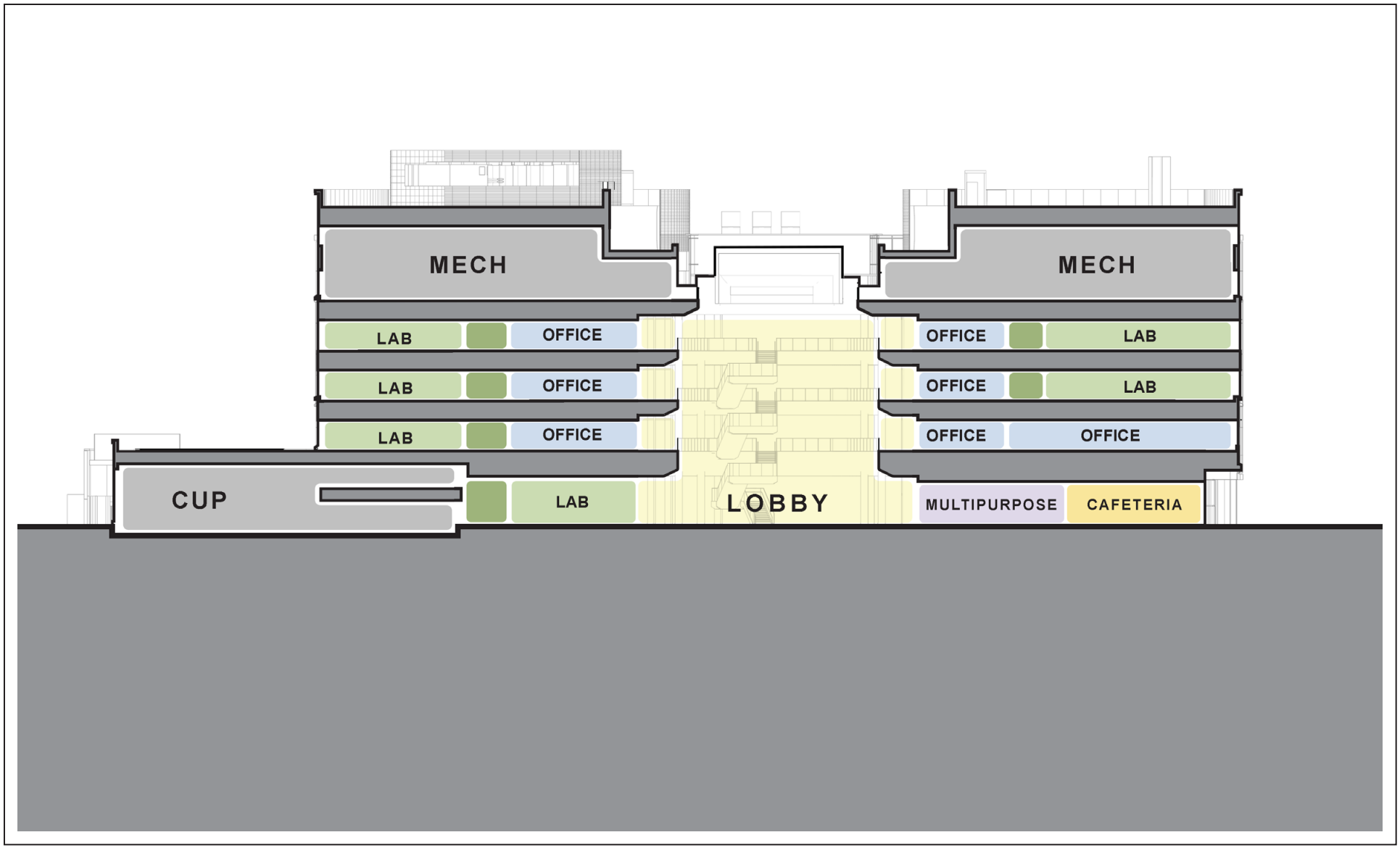
The primary entrance for staff and visitors would be from the Campus Access Road on the southwest side of the new building, which would be oriented toward the parking lot and on-site walkways. Loading and service access would be provided at the northeast portion of the Project Site. A single-story extension of the facility beyond the footprint of the laboratory spaces would extend to the northeast towards the service entrance, allowing direct access to the loading docks. The Project Site is being designed to have a 50-foot setback from the Campus Access Road which would preserve many of the existing trees on the Project Site, while providing space for a landscaped privacy buffer along the perimeter of the Project Site. The Project Site design would provide approximately 930 parking spaces and also include an approximately 82-foot setback from all facades of the building as a security zone that would include walkways and landscaping. As currently envisioned, the perimeter of the 'front' westward facing two-thirds of the Project Site would have a pedestrian-height, black aluminum picket fence that would demarcate the property line of the Proposed Project, and the 'back' eastward facing one-third of the Project Site would have the same style perimeter fence but at anti-scale security height to protect critical infrastructure. The Proposed Project would include interior pedestrian pathways to provide easy, safe movement of pedestrians both within the Project Site and with the rest of the Harriman Campus. There would also be new Americans with Disabilities Act (“ADA”)-compliant sidewalks on the perimeter of the Project Site. The proposed perimeter fencing and ADA-compliant sidewalks would promote pedestrian safety by directing pedestrians to existing crosswalks on the Campus Access Road and in adjacent Brevator Street neighborhoods, facilitating safe pedestrian passage to and from the Harriman Campus around the Project Site. The added ADA-compliant sidewalks would also facilitate safe access to new Capital District Transportation Authority bus stops that are expected to be located on the Campus Access Road near the future entrance to the Project Site.

NYSDOH is committed to incorporating principles of sustainability and wellness into the Proposed Project consistent with Executive Order 22 (“EO-22”). The focus is on an integrated design approach that would optimize building performance, reduce greenhouse gas emissions, reduce water usage, minimize waste, and maximize human health and the experience within the



Source: Gilbane Turner in association with HOK

Illustrative Building Sections - East-West Building Section



Source: Gilbane Turner in association with HOK

Illustrative Building Sections - North-South Building Section

facility. The Proposed Project is being designed to achieve Leadership in Energy and Environmental Design ("LEED") v4/4.1 Silver certification.

The Proposed Project's design work began in April 2024, and construction is expected to start in early 2025. Construction activities for the Proposed Project would last for approximately 58 months; therefore, for the purposes of the environmental review, a 2030 analysis year is assumed.

As noted above, the existing Wadsworth Center laboratories are located in five separate facilities across the Capital Region. Currently, there are no specific, reasonably foreseeable plans to re-tenant or reuse these sites. Therefore, potential changes to the existing Wadsworth Center facilities once the Proposed Project is operational cannot be evaluated in this environmental impact statement, although it is expected that existing employees would be transferred from these current locations into the new combined facility, resulting in reductions in traffic and other environmental impacts at those five existing locations.

Stormwater Management

The Proposed Project would improve the on-site stormwater infrastructure to meet New York State Department of Environmental Conservation ("NYSDEC") requirements. In particular, the Proposed Project would include a stormwater system consisting of pipes, catch basins, manholes, bioswales, and infiltration basins. The Proposed Project's stormwater management system would convey runoff from the laboratory building and the rest of the Project Site to two stormwater infiltration basins that would be constructed on the Project Site, and ultimately to existing outfalls. For more information, please refer to Chapter 3, "Stormwater Management."

Infrastructure and Utilities

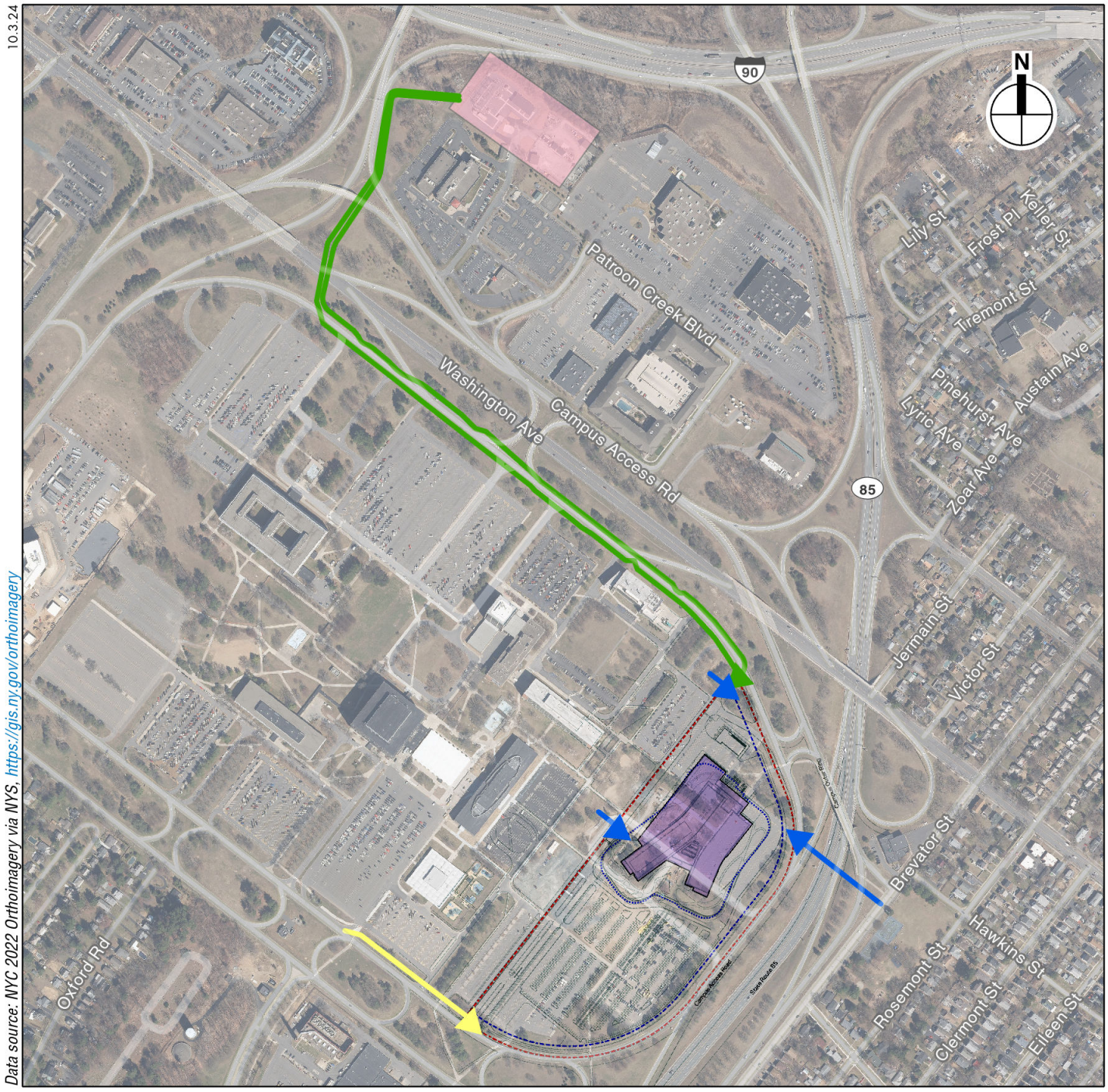
The Proposed Project would connect to existing infrastructure and utility services for water supply, sanitary wastewater, natural gas, and electricity service. The anticipated locations of the utility connections for water supply, sanitary wastewater, and electricity are shown in **Figure S-7** and would consist of:

- Water Supply: The Proposed Project would have two connections to an existing water main in the Harriman Campus adjacent to the Project Site and one to a water main in Brevator Street.
- Sanitary Wastewater: The Proposed Project would connect to an existing sewer main west of the Project Site along Campus Access Road.
- Electricity: The Proposed Project receive electrical power from the existing New York State Office of General Services ("OGS") substation at Patroon Creek Boulevard. New electric lines would connect the Project Site to the substation.

For natural gas service, the Proposed Project would connect to an existing natural gas main. NYSDOH is coordinating with National Grid, the utility provider for natural gas, regarding the point of connection. These proposed utility connections would involve minor, short-term construction activities typical of utility work (including a mix of open cut and trenchless installation methods) and would occur in previously disturbed areas on or in areas immediately adjacent to the Harriman Campus.

Required Approvals

The Proposed Project requires the approvals and regulatory reviews listed in **Table S-1** below. The governmental agencies responsible for those approvals and regulatory reviews are "Involved Agencies" or "Interested Agencies" pursuant to SEQRA.



Proposed Utility Connections

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure S-7

Table S-1
Required Approvals

Agency	Approval/Review
DASNY	Construction permitting
NYSDOH	Approval of construction under the *Public Health Law*
NYS Department of State	New York State Uniform Fire Prevention and Building Code variance
NYS Office of General Services / NYS Department of Transportation	Roadway modifications (if any)
NYS Department of Environmental Conservation	SPDES General Permit for Stormwater Discharges from Construction Activity NYS Air Registration or Air Facility Permit Potentially approvals related to the proposed geothermal system
OPRHP	Section 14.09 Historic Resources review
City/County of Albany	Connections to County of Albany sanitary sewer and City of Albany water lines, stormwater approvals

Summary of Potential Impacts of the Proposed Project

Land Use, Zoning, and Public Policy

The Proposed Project would reactivate the underutilized Project Site with new uses that would be consistent with the nearby uses in the Harriman Campus. In particular, the Proposed Project's laboratory uses and surface parking would be in keeping with the existing office building and parking uses of the Harriman Campus as a whole and the Project Site in particular, which currently contains surface parking and previously contained office buildings and parking. As the Project Site is owned by the State of New York, and the Proposed Project would be constructed and operated by a state agency, the Proposed Project would be exempt from compliance with local zoning laws. Nonetheless, the Proposed Project would be substantially consistent with the zoning laws as provided in the City of Albany Unified Sustainable Development Ordinance. The Proposed Project would also be consistent with the public policies applicable to the Project Site. Therefore, the Proposed Project would not result in significant adverse impacts on land use, zoning, or public policy.

Stormwater Management

The Proposed Project would comply with applicable stormwater regulations, including the requirements of NYSDEC, the City of Albany Unified Sustainable Development Ordinance, and the City of Albany Stormwater Management and Erosion Control regulations. The Proposed Project would improve the on-site stormwater infrastructure to meet NYSDEC requirements. The Proposed Project would utilize subsurface conveyance systems, landscaped bioretention areas within the parking lot, and two infiltration basins to reduce runoff volumes and improve water quality for the 10-year 24-hour storm event by 100 percent and would treat stormwater runoff before it infiltrates into the soil. Therefore, the Proposed Project would not result in significant adverse impacts related to stormwater.

Visual and Community Character

The Proposed Project would change the visual character of the Project Site from the existing vacant land and surface parking uses to the proposed four-story laboratory building and surface parking, and portions of the Proposed Project would be visible from various vantage points near the Project Site. However, these changes would not result in a significant adverse impact on visual and community character. The Proposed Project would generally be consistent with the existing visual character of the Harriman Campus. The Proposed Project would also include landscaping and berms, further limiting the visibility of the Proposed Project from

surrounding areas. Therefore, there would be no significant adverse impacts to the visual and community character of the Project Site nor of the surrounding area.

Socioeconomic Conditions

The Proposed Project would be constructed on an existing office campus and would centralize and consolidate the existing operations of the Wadsworth Center from the five separate facilities it currently occupies in the Capital Region. The Proposed Project would not directly displace any residences, businesses, or institutions from the Project Site, and would not introduce new economic activities to the study area, as the study area already has a well-established medical and institutional presence. Therefore, the Proposed Project would not result in significant adverse impacts to socioeconomic conditions.

Environmental Justice

The Project Site is located near two block groups that meet the thresholds to be considered Potential Environmental Justice Areas and is located near a disadvantaged community as identified by New York State's Climate Justice Working Group. Based on the analyses in this EIS, the Proposed Project would not result in any significant adverse impacts on environmental justice populations. In general, the Proposed Project would benefit, rather than burden the communities surrounding the Project Site. It would develop an underutilized site with a modern, energy efficient development that would provide much-needed modern laboratory space and further the State's public health goals to the benefit of all the State's residents. When considering the overall effects of the Proposed Project, the benefits would outweigh any impacts. Therefore, the Proposed Project would not result in any disproportionate impacts on affected minority or low-income populations or disadvantaged communities.

Community Facilities

The Proposed Project would not result in significant adverse impacts to community facilities including public safety providers (i.e., police protection services, fire protection services, emergency medical services ["EMS"]) and solid waste and recycling services. The Proposed Project would consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities around the Capital Region. The Proposed Project may result in an increase in demand for public safety services on the Project Site. This increase would likely be offset by a reduction in demand at the existing Wadsworth Center locations that would be vacated. The Proposed Project would also include security and fire protection measures in the project's design. With respect to solid waste and recycling service, the Proposed Project would not place new demands on the City of Albany's solid waste services because the New York State Department of Health ("DOH") would contract with permitted private haulers to handle the Proposed Project's waste streams as it currently does for existing operations.

Infrastructure

The Proposed Project would increase demand on the municipal water and sewer systems serving the Project Site as compared to existing conditions. The City of Albany's water supply system and wastewater treatment facilities have sufficient capacity to serve the Proposed Project. Additionally, based on preliminary engineering studies, the water supply and wastewater conveyance infrastructure near the Project Site is expected to be sufficient to accommodate the Proposed Project's demand. NYSDOH is continuing coordination with the City of Albany, Albany County, and the New York State Office of General Services ("OGS") to confirm the adequacy of the water supply and wastewater infrastructure that would serve the Proposed Project and would complete necessary improvements, if any, to meet the demands of the Proposed Project. The Proposed Project would not result in significant adverse impacts to water supply infrastructure or sanitary wastewater infrastructure.

The Proposed Project would increase the energy demand on the Project Site as compared to existing conditions. The Proposed Project would receive electrical power from an OGS substation, which OGS and project engineers have confirmed has sufficient capacity to meet the Proposed Project electric demand. Natural gas would be supplied to the Project Site by National Grid via a new connection to an existing gas main. The Proposed Project would not result in any significant adverse impacts to energy delivery or generation systems.

Traffic and Transportation

The Proposed Project would redevelop a vacant and underutilized site and would therefore introduce additional vehicle trips to the Project Site. Traffic conditions were evaluated at 37 intersections for the Weekday AM and Weekday PM peak hours. In addition, traffic conditions were evaluated at 35 freeway elements (ramp merge or diverge areas and mainline sections). The analysis found that the study intersections and freeway elements generally operate at acceptable conditions under existing conditions. The analysis found that the additional project-generated vehicle trips would not result in a significant degradation in intersection or ramp merge/diverge operations, and therefore would not result in significant adverse traffic impacts.

The public transportation system and pedestrian and bicycle network have the capacity and availability to accommodate non-automotive trips generated by the Proposed Project. Therefore, the Proposed Project would not result in significant adverse impacts to public transportation, pedestrian, or bicycle conditions.

Air Quality and Climate Change

The Proposed Project would not result in significant adverse impacts to air quality or climate change. An analysis was performed of the emissions and dispersion of CO, nitrogen dioxide ("NO_2") and particulate matter ("PM," including both "PM_{10}" and "$PM_{2.5}$") from the Proposed Project's fossil fuel-fired stationary sources, which determined that such emissions would not result in a violation of the National Ambient Air Quality Standard ("NAAQS"). In addition, a mobile source screening analysis demonstrates that the Proposed Project would not cause adverse air quality impacts due to emissions of carbon monoxide ("CO") from mobile sources since the Proposed Project would not increase traffic volumes, reduce source-receptor distances, or change other existing conditions to such a degree as to jeopardize continued attainment of the NAAQS.

The Proposed Project would result in up to approximately 127 thousand metric tons of carbon dioxide equivalent emissions per year. The Proposed Project would consolidate the operations of the existing Wadsworth Center laboratories located in five separate facilities across the Capital Region to a single state-of-the-art laboratory building—replacing aging building facilities and centralizing transportation needs. Currently, there are no specific, reasonably foreseeable plans to re-tenant or reuse these sites, and the greenhouse gas ("GHG" emissions associated with these sites would be eliminated as the facilities are relocated to the Project Site. Furthermore, the Proposed Project would consolidate the energy usage at the existing facilities (including the existing fossil fuel systems and the electrical systems) into one centralized system that would be able to take advantage of newer equipment technologies and more efficient system designs. Consequently, the Proposed Project is anticipated to improve overall energy efficiency, reduce overall fuel usage, and result in a net GHG emissions reduction when compared to the existing facilities. Therefore, the Proposed Project would be consistent with the GHG emission reduction goals of the CLCPA.

Noise

The noise analysis considers the noise levels that would be produced by operation of the Proposed Project and whether that noise would result in potential significant adverse noise

impacts on the surrounding area. The noise analysis also examines noise generated by traffic traveling to and from the Project Site, and the operation of mechanical equipment associated with the Proposed Project. The predicted noise level increases associated with the Proposed Project would be imperceptible at nearby receptors and would not exceed NYSDEC's threshold for a significant noise level increase of 6.0 dBA at the receptor sites. Therefore, the Proposed Project would not result in significant adverse noise impacts. In addition, the Proposed Project's external mechanical equipment would be designed to comply with the City of Albany Code.

Hazardous Materials

The Proposed Project would not result in significant adverse impacts related to hazardous materials. The potential for significant adverse impacts related to hazardous materials during construction of the new facility would be avoided by adhering to applicable regulatory requirements and best management practices related to hazardous building materials and excavated soil handling and disposal. The potential for significant adverse impacts during facility operations following construction would be avoided through compliance with applicable regulatory requirements and NYSDOH protocols relating to the facility's use, handling, storage, transport, and management of hazardous materials and associated wastes. Adherence to regulatory requirements would also address worker safety, emergency planning and preparedness, community right-to-know, and fire safety.

Construction

The Proposed Project is anticipated to be constructed in a single phase with completion in 2030. As is typical with any construction projects, there would be temporary disruption to the surrounding areas during the construction of the Proposed Project. A detailed Construction Management Plan (CMP) would be prepared by DASNY as the Owner's Representative, which would establish construction management protocols and measures to minimize potential adverse impacts from construction. Although there may be adverse effects associated with construction activities, they would be temporary in nature and minimized with control measures.

Construction of the Proposed Project would create daily construction-related traffic to and from the Project Site. The potential construction worker and truck trips would have minimal impact on traffic surrounding the Project Sites, as the number of construction-period trips would be less than the number of vehicular trips generated by operation of the Proposed Project, which did not result in significant adverse impacts for the operational traffic associated with the Proposed Project. Therefore, construction of the Proposed Project would not result in significant adverse impacts on traffic and transportation conditions.

Air quality impacts associated with construction activities are typically the result of fugitive dust or emissions from vehicles or equipment. Construction sources would move around the Project Site over the construction period such that the air pollutant concentration increments due to construction of the Proposed Project would not persist in any single location. The Project Site is generally some distance away from nearby sensitive receptors with the nearest campus buildings more than 250 feet away to the west of the Project Site, and the nearest off-campus receptors more than 400 feet away to the east of the Project Site. Such distances between the construction sources and the receptors would result in increased dispersion of pollutants. Although there may be adverse effects associated with the construction activities, they would be temporary in nature and minimized with the dust control measures and emissions reduction program. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts.

Construction of the Proposed Project would generate noise and vibration from construction equipment, construction vehicles, and delivery vehicles traveling to and from the Project Site. Noise levels caused by construction activities would vary widely, depending on the phase of construction and the specific task being undertaken. Construction activities would comply with the hour limitations set forth in section 255-32 of the Code of the City of Albany, to minimize noise intrusion from construction activities during nights when residential uses are more sensitive to noise. In addition, construction equipment utilized would incorporate sound attenuation practices to further reduce the potential impact to sensitive receptors. With these measures, short-term noise impacts would be minimized. Noise resulting from construction activities is temporary and would cease upon completion of the work at the Project Site. Therefore, construction of the Proposed Project would not result in significant adverse noise impacts.

Overall, construction of the Proposed Project would not result in significant adverse impacts.

Cumulative Impacts

The Proposed Project, when added to other past, present, and reasonably foreseeable future actions, would not have the potential to result in significant adverse cumulative impacts. The other background projects in the area surrounding the Project Site are limited in number and size and are typical of the existing character of the Harriman Campus and the surrounding area. The Proposed Project would also be consistent with the scale and type of development on the Harriman Campus.

Unavoidable Adverse Impacts

As discussed in the chapters of this EIS, the Proposed Project is not anticipated to result in any unavoidable significant adverse environmental impacts.

Irreversible and Irretrievable Commitments of Resources

There are a number of resources, both natural and man-made, that would be expended in the construction and operation of the Proposed Project. These resources include the building materials used in construction; energy in the form of gas and electricity consumed during construction and operation; and the human effort (time and labor) required to develop, construct, and operate the Proposed Project. If the Proposed Project is not constructed, the existing Wadsworth Laboratory facilities would continue to operate and consume similar resources for their operation. The development associated with the Proposed Project also constitutes a long-term commitment of land resources, thereby rendering land use for other purposes highly unlikely in the foreseeable future. The Proposed Project would redevelop a vacant and underutilized portion of the W. Averell Harriman State Office Campus (the “Harriman Campus”) that was previously developed with two buildings. The Project Site has been previously disturbed and does not possess any natural resource of significant value. These commitments of land resources, materials, and energy are weighed against the benefits of the Proposed Project, which would create a new, world-class, state-of-the-art laboratory for the Wadsworth Center. The Proposed Project would provide many benefits to the public, including improved preparedness for future public health emergencies, enhanced capabilities to meet emerging public health threats, and improved efficiencies in public health testing, among others.

Growth Inducing Impacts

The Proposed Project would not result in significant adverse growth-inducing impacts. As described above, the Proposed Project consists of the construction of a new, purpose-built, state-of-the-art Life Sciences Public Health Laboratory building and accessory surface parking lot on a previously developed site on the Harriman Campus. The Proposed Project would not introduce

a new land use that could induce additional development, nor would it create new infrastructure capacity or new access to undeveloped areas or induce substantial numbers of new workers to move to the area.

Summary of Mitigation Measures Proposed

The Proposed Project has been designed to avoid significant adverse impacts. As discussed in this EIS, the Proposed Project would not result in significant adverse impacts in any of the technical areas analyzed, and no mitigation measures beyond the implementation of best management practices and those required by applicable laws and regulations are proposed.

Description of Alternatives Analyzed

This EIS describes and evaluates the No Action Alternative to the Proposed Project, as required by the SEQRA regulations. Potential environmental impacts of the No Action Alternative are analyzed to a level of detail to allow reasonable comparison with the Proposed Project, in the context of each DEIS subject area. Using the conclusions from the technical analyses in the EIS, the potential impacts of the No Action Alternative are compared to the potential impacts of the Proposed Project.

Under the No Action Alternative, the Proposed Project would not be constructed. The Project Site would remain in its current vacant and underutilized condition with surface parking uses. The Wadsworth Center's existing five facilities would remain at their existing locations in the Greater Albany area, which are generally outdated laboratories with aging infrastructure that make it challenging for the Wadsworth Center to fulfill its public health mission. Over time, these existing facilities would continue to deteriorate, even with ongoing maintenance, and would further degrade the capabilities of the Wadsworth Center. The Wadsworth Center's operations also would not benefit from the efficiencies and collaborative opportunities that would be provided by a consolidated, purpose-built, state-of-the-art laboratory facility.

Overall, with the No Action Alternative, none of the benefits associated with the Proposed Project would occur, and the No Action Alternative would not meet the NYSDOH's objective to consolidate the Wadsworth Center's existing facilities, outmoded and dispersed throughout the Capital Region, into a world-class, state-of-the-art laboratory to continue to serve the evolving public health needs of the citizens of New York State.

In addition, this EIS describes the site selection process for the Proposed Project. NYSDOH, DASNY, and Empire State Development ("ESD") conducted a site selection process to identify suitable locations for the Proposed Project in the Capital Region. This process evaluated several potential sites for the Proposed Project based on several factors including site acquisition and construction cost, proximity to similar institutions, and the ability to accommodate space needs. The Project Site was selected because it is already State-owned property that is cleared and ready for new construction, and it is of sufficient size to accommodate the proposed facility. Other alternative sites that were evaluated would have required acquisition or lease of additional property to accommodate a consolidated laboratory facility. Therefore, these sites would potentially compromise the Proposed Project's goal of creating a consolidated laboratory and these alternative sites were not selected for the Proposed Project.

CHAPTER 1. PROJECT DESCRIPTION

Introduction

The Dormitory Authority of the State of New York ("DASNY") has received a request from the New York State Department of Health ("NYSDOH") to construct the New York State ("NYS") Life Sciences Public Health Laboratory. For the purposes of review under the *State Environmental Quality Review* Act ("*SEQRA*"), the Proposed Action would consist of NYSDOH's approval of construction pursuant to the *Public Health Law ("PHL")* of NYSDOH's plan to centralize and consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities located in the Capital Region. DASNY's role is to deliver the project on behalf of its customer agency, NYSDOH, the programmatic decision makers and owners of the project. As the Owner's Representative, DASNY would hold all contracts, including with the design-build team and other consultants.

The Proposed Action would facilitate the construction of a new, purpose-built, state-of-the-art Life Sciences Public Health Laboratory building and accessory surface parking lot (the "Proposed Project"). The Proposed Project would foster innovation and collaboration at the Wadsworth Center facility, and between the Wadsworth Center and outside partners, contributing to broader life sciences initiatives in the Capital Region.

The purpose of this Draft Environmental Impact Statement ("DEIS") is to assess the potential environmental impacts of the Proposed Project, as required under *SEQRA* and its implementing regulations (6 *N.Y.C.R.R.* Part 617). DASNY is the designated Lead Agency for the *SEQRA* process. DASNY issued a Lead Agency Request and Full Environmental Assessment Form – Part 1 on February 1, 2024. There being no objections, DASNY declared itself Lead Agency and adopted a Positive Declaration, signaling its intention to prepare an Environmental Impact Statement ("EIS"), on March 6, 2024. This DEIS has been prepared in accordance with the environmental analysis described in the Final Scoping Document issued by DASNY acting as Lead Agency on May 22, 2024. A copy of the Final Scoping Document and all relevant SEQRA documents can be found in **Appendix A** and are available on DASNY's website at https://www.dasny.org/.

Description of the Wadsworth Center

The Wadsworth Center is the public health laboratory for the State of New York. Since its origins in 1901, developing communicable diseases treatments, to its establishment in 1914 as the Department of Health's Division of Laboratories and Research, the Wadsworth Center has grown to become one of the nation's preeminent state public health laboratories, providing a broad range of highly technical and specialized diagnostic, surveillance, and research activities as well as laboratory certification and educational programs, all directed towards protecting the health and well-being of the citizens of New York State. The Wadsworth Center played a central role in combating the COVID-19 pandemic and is a leader in the development and application of new public health technologies. Pioneering applied and basic public health research and development done at the Wadsworth Center has broad public health impact well beyond the state of New York, frequently impacting the establishment of national and international standards for public health policy and practice.

The Wadsworth Center is currently organized into one administrative, one operational, four scientific (Environmental Health Sciences, Genetics, Infectious Diseases, Translational Medicine), and one regulatory Division, all under the overall supervision of the Director's Office. Programs within these Divisions cover a broad range of public health activities, including:

- Division of Environmental Health Sciences
  - Asbestos
  - Cannabis Reference
  - Chemical Defense
  - Clinical Biomonitoring
  - Emerging Contaminants
  - Environmental Biology
  - Food Defense
  - Inorganic Chemistry
  - Nuclear Chemistry
  - Organic Chemistry
  - Trace Elements
- Division of Genetics
  - Newborn Screening
- Division of Infectious Diseases
  - Arbovirology
  - Bacterial Diseases
  - Biodefense
  - Bloodborne Viruses
  - Clinical TB
  - Diagnostic Immunology
  - Mycotic Diseases
  - Parasitic Diseases
  - Rabies
  - Viral Diseases

Scientists at the Wadsworth Center study ongoing public health issues, including drug resistance to emerging infections, environmental exposures, and basic biological processes that contribute to human health and disease; and they employ modern methods, such as biomarkers of exposure. As the state's public health reference laboratory, the Wadsworth Center responds to urgent public health threats as they arise; develops advanced methods to detect microbial agents and genetic disorders; and measures and analyzes environmental chemicals.

Research scientists at the Wadsworth Center investigate a wide range of topics important to advancing knowledge in public health science, including:

- Bacterial Drug Resistance
- Cellular and Molecular Structural Analysis
- Exposome and Biomonitoring
- Microbial Molecular Genetics
- Microbial Pathogenesis and Host Immunity
- Public Health Genomics
- Zoonotic and Vectorborne Diseases

The Wadsworth Center's Division of Laboratory Quality Certification administers a comprehensive series of laboratory licensure programs, including the Clinical Laboratory Evaluation Program and the Environmental Laboratory Approval Program, among many others.

The Wadsworth Center also trains the next generation of scientists through programs for doctoral, master's, and undergraduate students, as well as specialized training for postdoctoral fellows and others. Many scientists at the Wadsworth Center have academic appointments in the State University of New York at Albany's College of Integrated Health Sciences, and graduate students in the Departments of Biomedical Sciences and Environmental Health Sciences perform their dissertation research in Wadsworth Center laboratories.

The existing Wadsworth Center laboratories and facilities are located in five separate locations across the Capital Region, with a current total of approximately 800 personnel. The five existing facilities are:

(1) Griffin Laboratory, 5668 State Farm Road (NYS Route 155), Slingerlands;

(2) Biggs Laboratory, Empire State Plaza, Corning Tower, Albany;

(3) David Axelrod Institute, 120 New Scotland Avenue, Albany;

(4) Life Sciences Innovation Building, 150 New Scotland Avenue, Albany; and

(5) Western Avenue Offices, Albany.

Purpose and Need

The Wadsworth Center's existing laboratory facilities are antiquated and past their useful lifespans. The buildings at the Griffin Laboratory site are 50 to 90 years old, and the Biggs Laboratory at the Empire State Plaza is over 50 years old. The aging infrastructure at these sites require substantial on-going maintenance to keep operational, and it is difficult to meet the ventilation, temperature, and electrical requirements needed to operate a modern laboratory. The David Axelrod Institute is over 30 years old. Its design is outdated, making it difficult to configure spaces for modern instrumentation and workflows. The aging infrastructure and outdated design of its current laboratories makes it increasingly difficult for the Wadsworth Center to meet the needs of a modern public health laboratory and to fulfill its critical public health mission.

The Proposed Project would consolidate laboratory operations of the Wadsworth Center from the current five locations into one new, world-class, state-of-the-art laboratory that would provide many benefits, including:

- Improved preparedness for future public health emergencies
- Enhancements necessary to meet emerging public health threats
- Improved efficiencies in public health testing
- Attraction and retention of world-class scientists
- Improved competitiveness for research funding
- Reduced costs of operations, maintenance, training, and security
- Increased personnel efficiency
- Enhanced life sciences initiatives in the Capital Region

The Proposed Project would contain flexible laboratories spaces that can be adapted quickly to respond to public health emergencies. In addition, bringing all the Wadsworth Center's Divisions under one roof would facilitate synergies that can lead to new discoveries and scientific

breakthroughs. The co-location of scientists and researchers in one advanced laboratory facility would also support and cultivate industry collaborations and enhance the Wadsworth Center's ability to continue to study critical public health issues, such as drug resistance to emerging infections, environmental exposures, and biological processes that contribute to human health and disease.

In February 2019, the New York State Public Authorities Control Board approved the Urban Development Corporation's request for a life sciences laboratory public health initiative plan for the location of a public health laboratory on the W. Averell Harriman State Office Building Campus ("Harriman Campus"). In addition, commensurate with the importance of the Wadsworth Center, New York State's 2023–2024 budget included approximately $1.7 billion to fund the proposed new laboratory, for which DASNY has been awarded the design and construction contract by NYSDOH.

Project Site

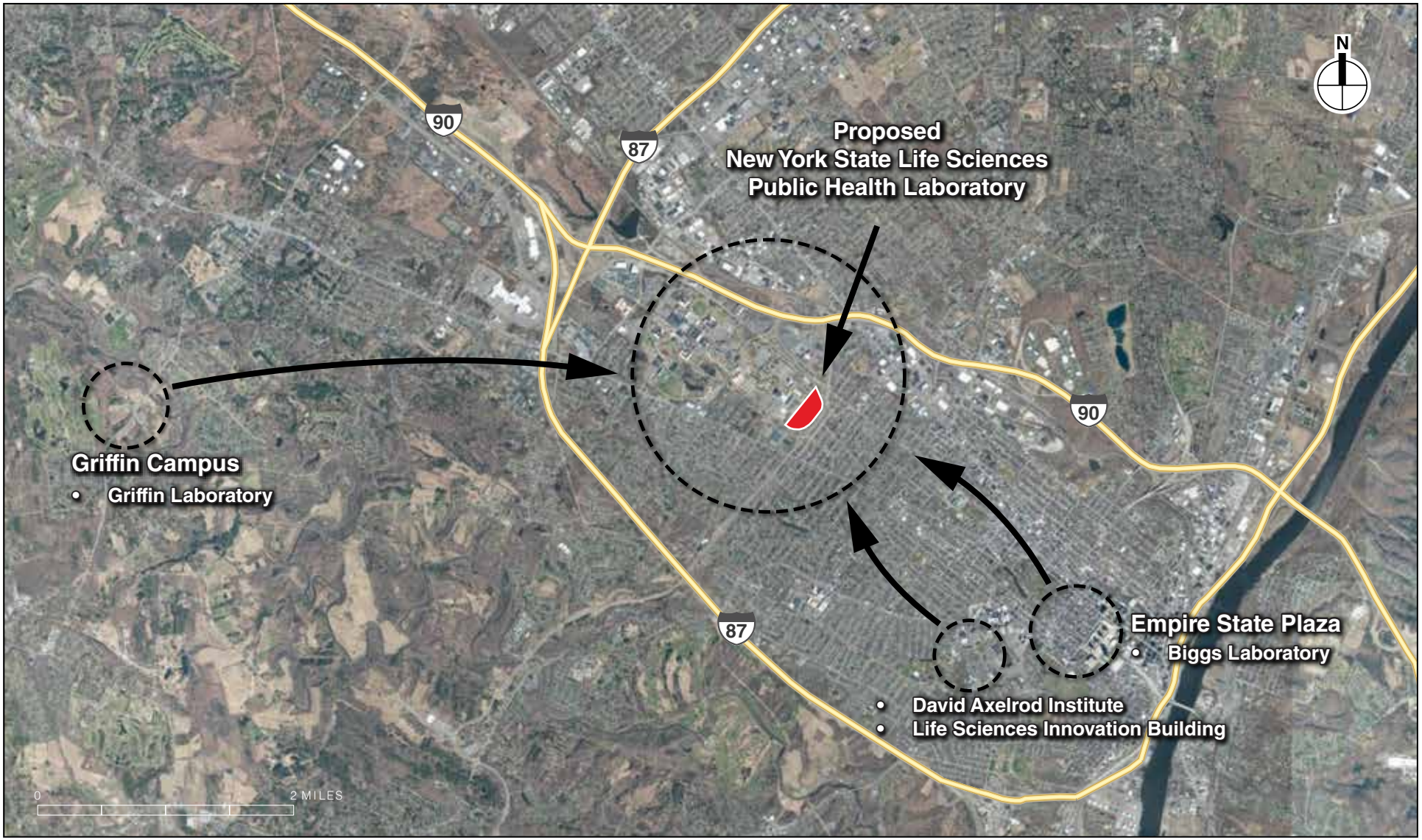
The Project Site is approximately 27-acres on the southeastern portion of the approximately 330-acre Harriman Campus in western Albany (the "Project Site"). **Figure 1-1** shows the location of the Project Site in relation to the locations of existing Wadsworth Center facilities in the Capital Region. The Harriman Campus was largely developed during the 1950s and 1960s and includes 16 New York State government office buildings in a campus-like setting. The Harriman Campus is roughly bounded by Washington Avenue to the north, Western Avenue to the south, the University of Albany to the west, and New York State Route 85 to the east. **Figures 1-2 and 1-3** show an aerial photograph of the Project Site and Harriman Campus and a map of the existing buildings on the Harriman Campus, respectively.

The Project Site previously contained structures that were part of the campus, but those structures have been demolished and the site is now vacant. The Project Site currently contains paved and unpaved areas and is used partially for campus parking as well as a closed portion used by contractors working elsewhere on the Harriman Campus.

Description of the Proposed Project

NYSDOH proposes to redevelop the Project Site with a new, four-story (plus mechanical floor) state-of-the-art laboratory building containing approximately 652,000 gross square feet ("gsf") and a surface parking lot with approximately 930 parking spaces (see **Figures 1-4 and 1-5**). The Proposed Project would centralize and consolidate the existing operations of the Wadsworth Center within a new purpose-built, state-of-the-art Life Sciences Public Health Laboratory building that would maximize resources in support of public health testing, collaborative research, and learning opportunities. The design of the Proposed Project seeks to address several challenges: satisfy optimal program adjacency goals in the context of a large number of programs spread across four large floor plates; develop an efficient laboratory organizational model that maximizes staff interactions and promotes collaboration; establish close adjacencies between laboratories and workstations; and limit travel distances throughout the building while also promoting circulation and connectivity to enhance opportunities for spontaneous interactions. Laboratory spaces would be designed with mobile, modular casework to provide maximal flexibility to meet current needs while maintaining the ability to be easily and rapidly reconfigured to adapt to future public health needs as they evolve. In addition, the laboratory would be designed to provide a flexible system for the distribution of the varied support services that are needed to operate a modern, cutting-edge public health laboratory.

9.5.24



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Project Site

Wadsworth Center Laboratory Facilities

Project Site Context

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 1-1

9.13.24

0 1,000 FEET

Project Site

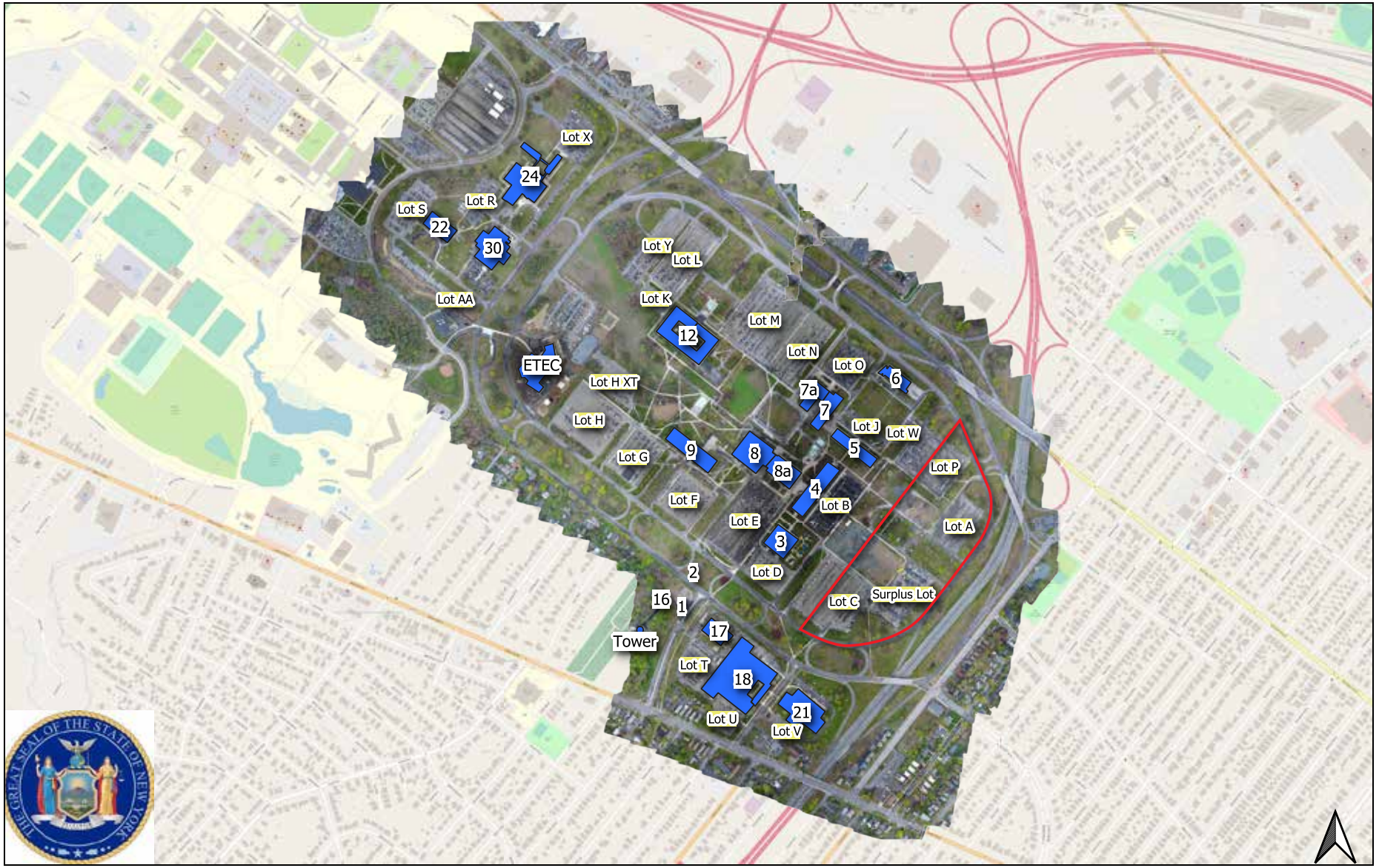
W. Averell Harriman State Office Building Campus

Project Location

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 1-2

9.5.24



Project Site

W. Averell Harriman State Office Building Campus

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 1-3

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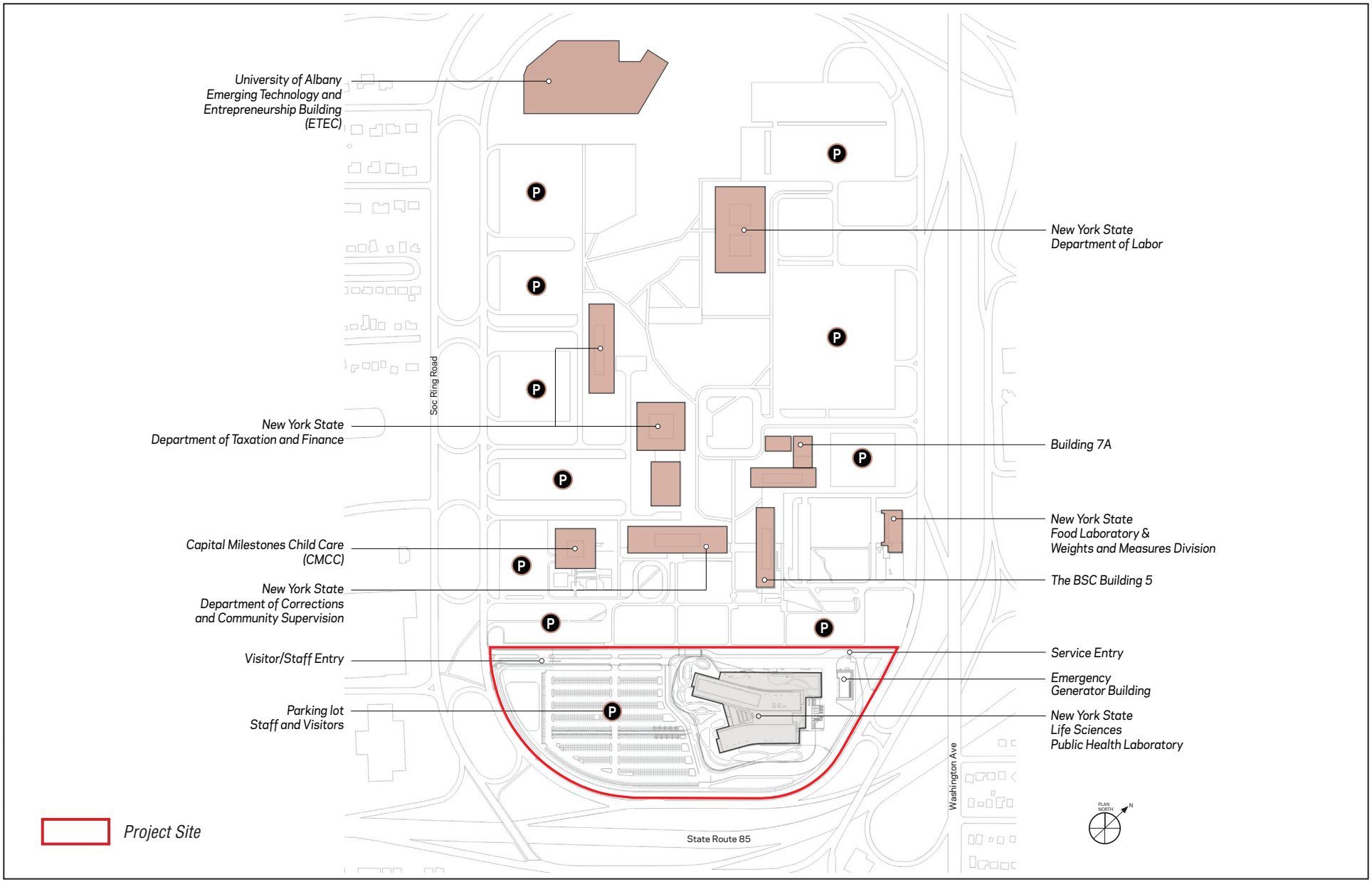


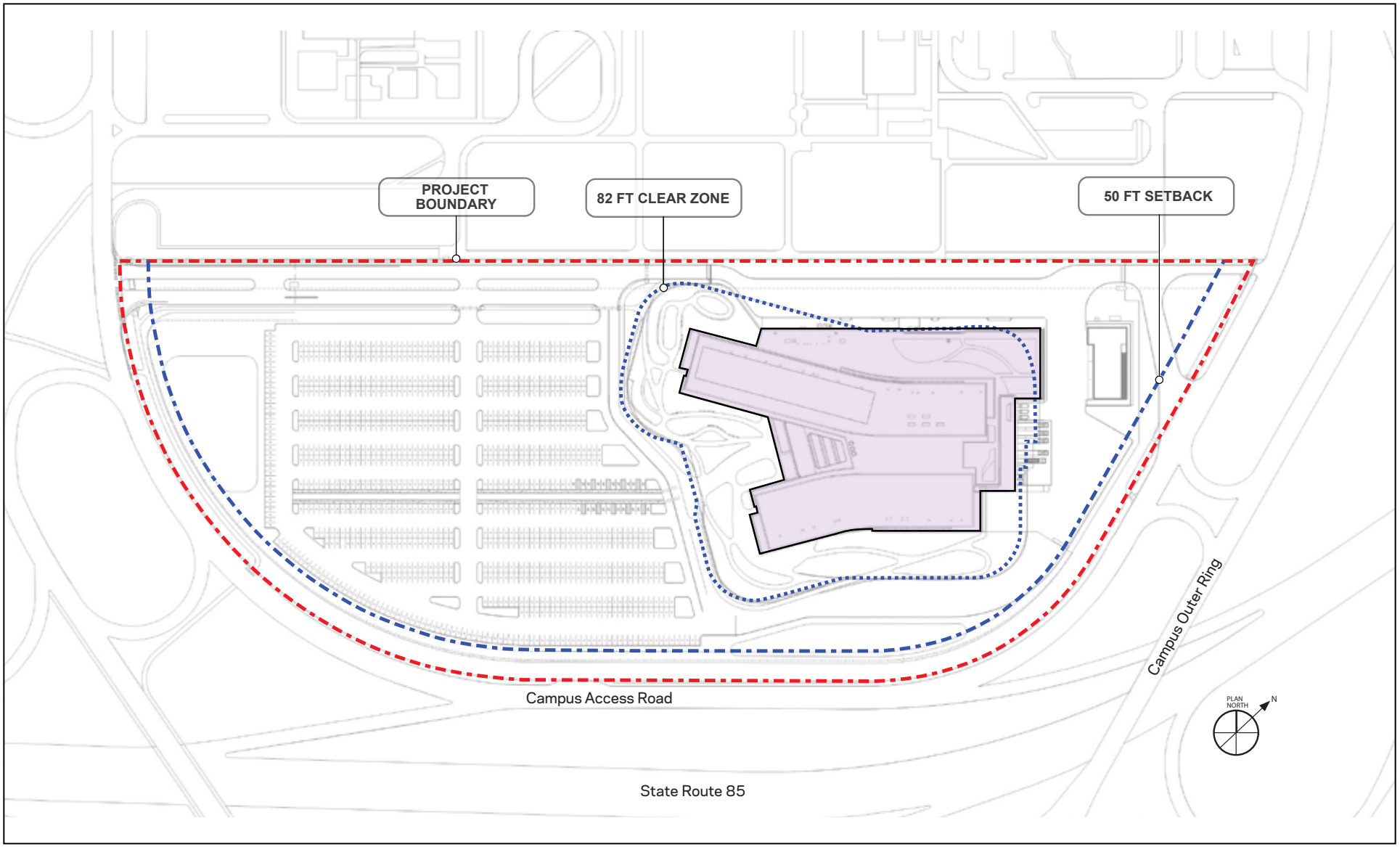
Source: HOK, GILBANE, TURNER

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan
Site and Context

Figure 1-4

9.5.24



Source: HOK, GILBANE, TURNER

Project Site

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Site Plan

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 1-5

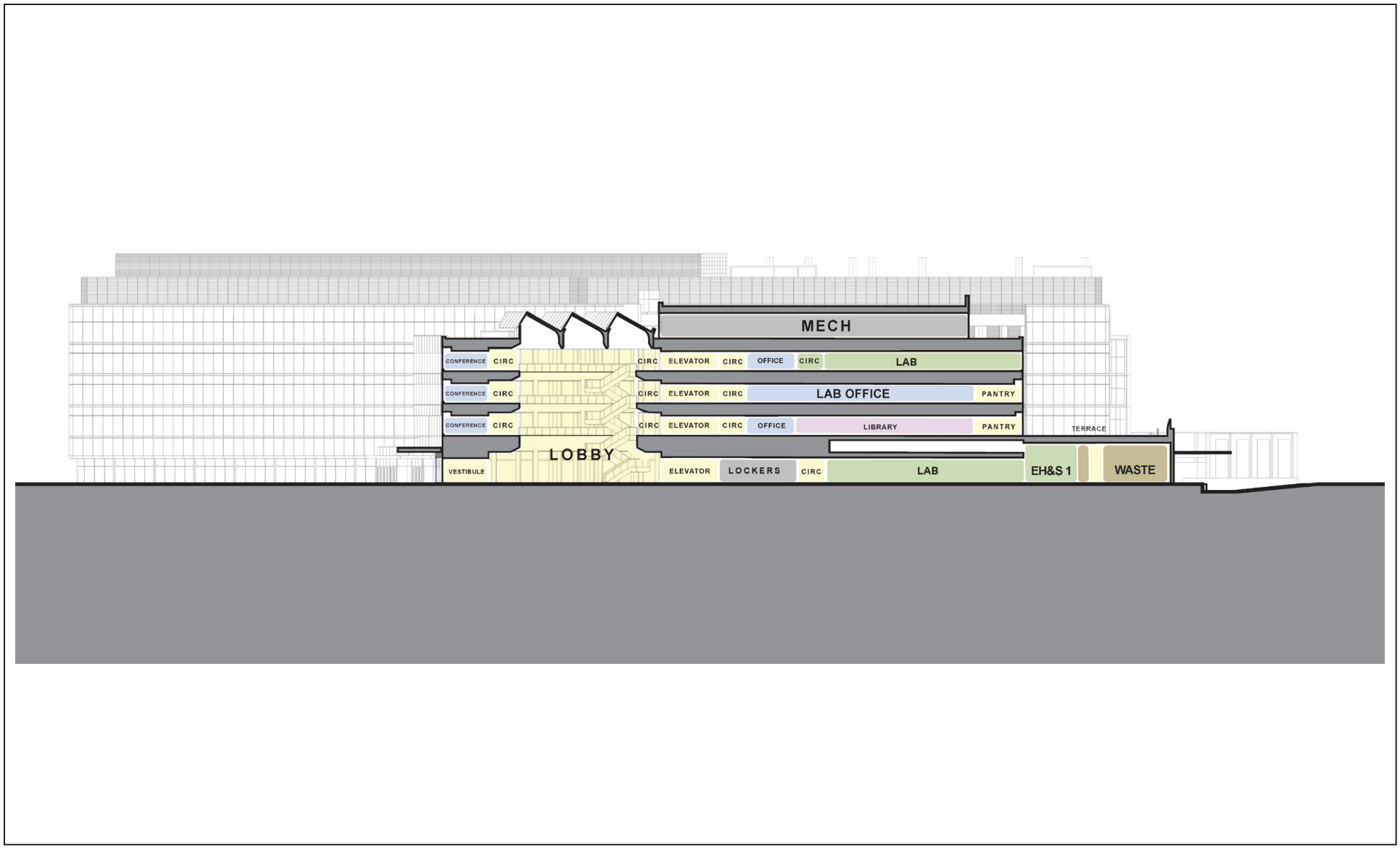
As shown in **Figures 1-2 through 1-5**, the new building would be sited on the eastern portion of the Project Site, with parking to the west. As currently contemplated, the building is being designed with a “hub and spoke” plan with a centralized hub containing an atrium, vertical circulation, and spaces for collaboration. Two spokes would extend from the hub and would contain four stories of laboratories, associated office space, and other support programs, plus a full mechanical floor.

The new facility is being designed to include all the varied types of spaces needed for the Wadsworth Center to fulfill its public health mission, including biology and chemistry laboratories, biocontainment laboratories, particulate clean rooms, light and electron microscopy imaging laboratories, and vivariums. Laboratory support spaces would also be provided, including biochemistry and immunology instrumentation laboratories, a glassware cleaning facility, environmental rooms, a warehouse, a large freezer storage area, and facilities management maintenance and repair shops. The building is also being designed to contain a Central Utilities Plant. Amenity spaces are anticipated to include offices, conference rooms, classrooms, collaboration spaces, a large auditorium, kitchenettes, and a cafeteria. A separate emergency generator building would be located northeast of the main facility. A closed-loop geothermal heat pump system is proposed to be located beneath the parking lot to meet a portion of the heating and cooling demand from the facility. As a closed loop system, the proposed geothermal heat pump system would maintain separation from the existing ground water.

Figure 1-6a and **Figure 1-6b** provide illustrative building section diagrams of the Proposed Project.

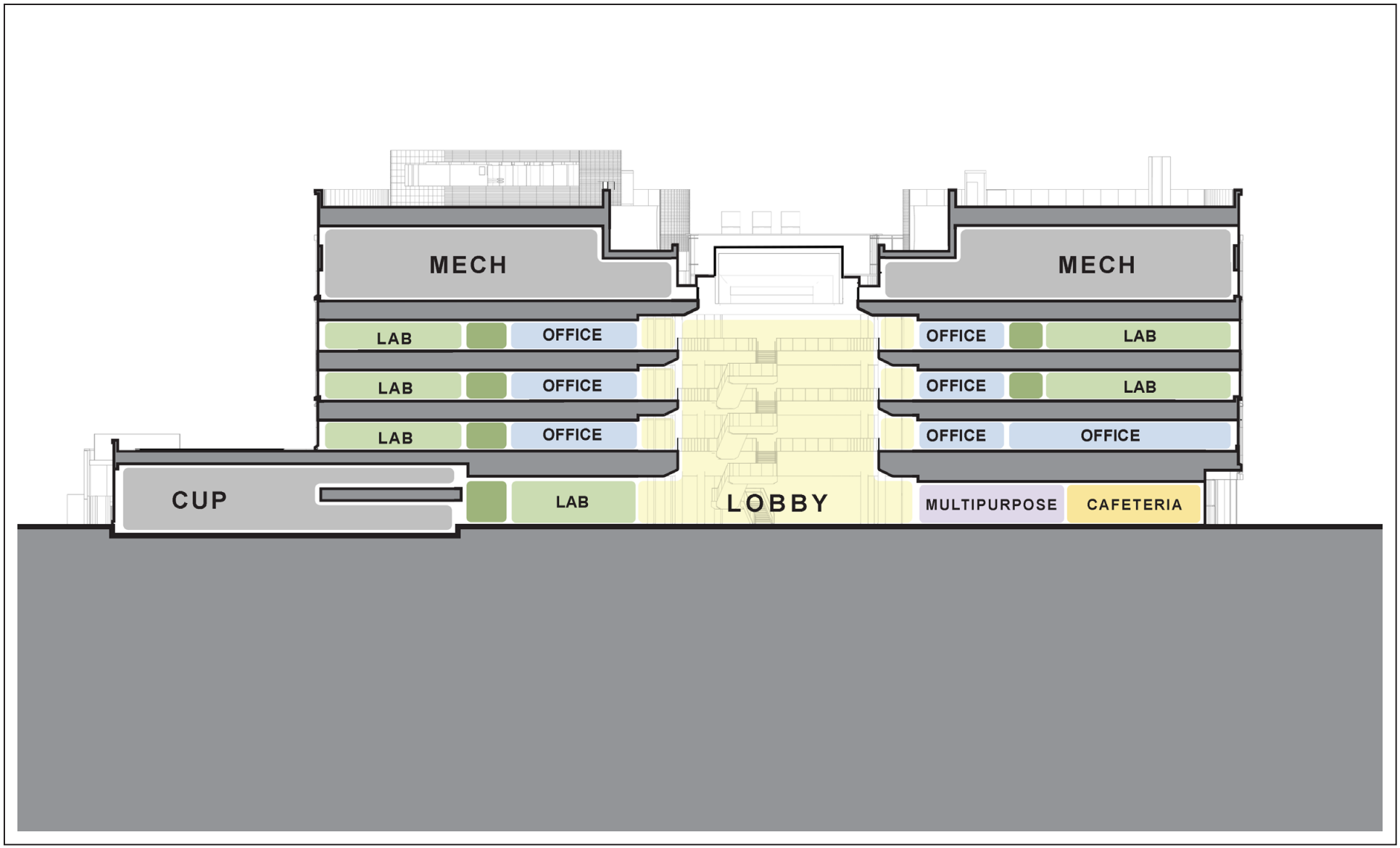
The primary entrance for staff and visitors would be from the Campus Access Road on the southwest side of the new building, which would be oriented toward the parking lot and on-site walkways. Loading and service access would be provided at the northeast portion of the Project Site. A single-story extension of the facility beyond the footprint of the laboratory spaces would extend to the northeast towards the service entrance, allowing direct access to the loading docks. The Project Site is being designed to have a 50-foot setback from the Campus Access Road which would preserve many of the existing trees on the Project Site, while providing space for a landscaped privacy buffer along the perimeter of the Project Site. The Project Site design would provide approximately 930 parking spaces and also include an approximately 82-foot setback from all facades of the building as a security zone that would include walkways and landscaping. As currently envisioned, the perimeter of the 'front' westward facing two-thirds of the Project Site would have a pedestrian-height, black aluminum picket fence that would demarcate the property line of the Proposed Project, and the 'back' eastward facing one-third of the Project Site would have the same style perimeter fence but at anti-scale security height to protect critical infrastructure. The Proposed Project would include interior pedestrian pathways to provide easy, safe movement of pedestrians both within the Project Site and with the rest of the Harriman Campus. There would also be new Americans with Disabilities Act (“ADA”)-compliant sidewalks on the perimeter of the Project Site. The proposed perimeter fencing and ADA-compliant sidewalks would promote pedestrian safety by directing pedestrians to existing crosswalks on the Campus Access Road and in adjacent Brevator Street neighborhoods, facilitating safe pedestrian passage to and from the Harriman Campus around the Project Site. The added ADA-compliant sidewalks would also facilitate safe access to new Capital District Transportation Authority bus stops that are expected to be located on the Campus Access Road near the future entrance to the Project Site.

NYSDOH is committed to incorporating principles of sustainability and wellness into the Proposed Project consistent with Executive Order 22 (“EO-22”). The focus is on an integrated design approach that would optimize building performance, reduce greenhouse gas emissions, reduce water usage, minimize waste, and maximize human health and the experience within the



Source: Gilbane Turner in association with HOK

Illustrative Building Sections - East-West Building Section



Source: Gilbane Turner in association with HOK

Illustrative Building Sections - North-South Building Section

facility. The Proposed Project is being designed to achieve Leadership in Energy and Environmental Design ("LEED") v4/4.1 Silver certification.

The Proposed Project's design work began in April 2024, and construction is expected to start in early 2025. Construction activities for the Proposed Project would last for approximately 58 months; therefore, for the purposes of the environmental review, a 2030 analysis year is assumed.

As noted above, the existing Wadsworth Center laboratories are located in five separate facilities across the Capital Region. Currently, there are no specific, reasonably foreseeable plans to re-tenant or reuse these sites. Therefore, potential changes to the existing Wadsworth Center facilities once the Proposed Project is operational cannot be evaluated in this environmental impact statement, although it is expected that existing employees would be transferred from these current locations into the new combined facility, resulting in reductions in traffic and other environmental impacts at those five existing locations.

Stormwater Management

The Proposed Project would improve the on-site stormwater infrastructure to meet New York State Department of Environmental Conservation ("NYSDEC") requirements. In particular, the Proposed Project would include a stormwater system consisting of pipes, catch basins, manholes, bioswales, and infiltration basins. The Proposed Project's stormwater management system would convey runoff from the laboratory building and the rest of the Project Site to two stormwater infiltration basins that would be constructed on the Project Site, and ultimately to existing outfalls. For more information, please refer to Chapter 3, "Stormwater Management."

Infrastructure and Utilities

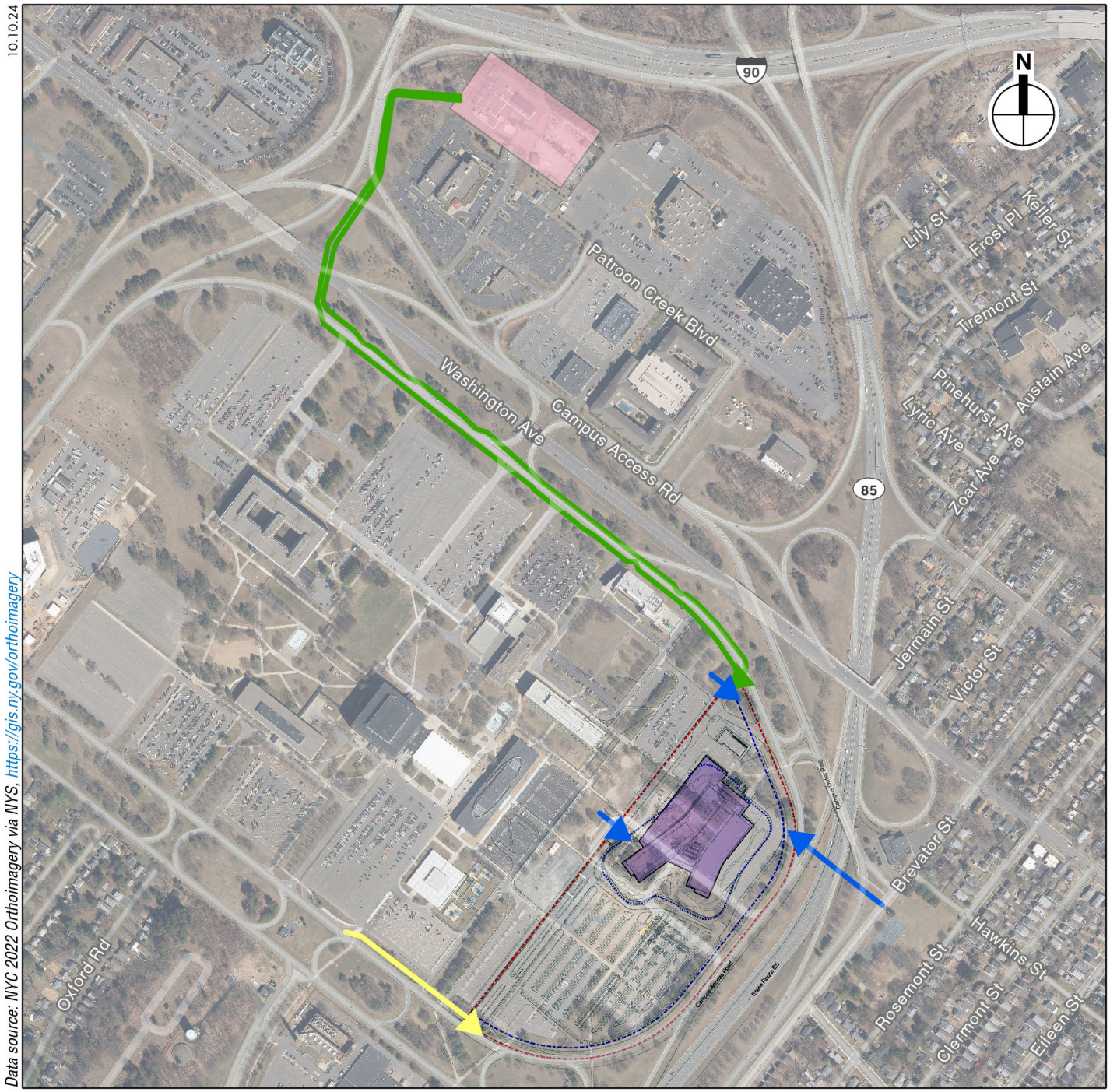
The Proposed Project would connect to existing infrastructure and utility services for water supply, sanitary wastewater, natural gas, and electricity service. The anticipated locations of the utility connections for water supply, sanitary wastewater, and electricity are shown in **Figure 1-7** and would consist of:

- Water Supply: The Proposed Project would have two connections to an existing water main in the Harriman Campus adjacent to the Project Site and one to a water main in Brevator Street.
- Sanitary Wastewater: The Proposed Project would connect to an existing sewer main west of the Project Site along Campus Access Road.
- Electricity: The Proposed Project receive electrical power from the existing New York State Office of General Services ("OGS") substation at Patroon Creek Boulevard. New electric lines would connect the Project Site to the substation.

For natural gas service, the Proposed Project would connect to an existing natural gas main. NYSDOH is coordinating with National Grid, the utility provider for natural gas, regarding the point of connection. These proposed utility connections would involve minor, short-term construction activities typical of utility work (including a mix of open cut and trenchless installation methods) and would occur in previously disturbed areas on or in areas immediately adjacent to the Harriman Campus.

Required Approvals

The Proposed Project requires the approvals and regulatory reviews listed in **Table 1-1** below. The governmental agencies responsible for those approvals and regulatory reviews are "Involved Agencies" or "Interested Agencies" pursuant to SEQRA.



Proposed Utility Connections

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 1-7

Table 1-1
Required Approvals

Agency	Approval/Review
DASNY	Construction permitting
NYSDOH	Approval of construction under the *Public Health Law*
NYS Department of State	New York State Uniform Fire Prevention and Building Code variance
NYS Office of General Services / NYS Department of Transportation	Roadway modifications (if any)
NYS Department of Environmental Conservation	SPDES General Permit for Stormwater Discharges from Construction Activity NYS Air Registration or Air Facility Permit Potentially approvals related to the proposed geothermal system
OPRHP	Section 14.09 Historic Resources review
City/County of Albany	Connections to County of Albany sanitary sewer and City of Albany water lines, stormwater approvals

CHAPTER 2. LAND USE, ZONING, AND PUBLIC POLICY

Introduction and Summary of Findings

This chapter assesses the Proposed Project's potential effects on land use, zoning, and public policy. The assessment summarizes the defining characteristics of the Project Site and analyzes the Proposed Project's compatibility with surrounding land uses, zoning, and applicable local plans/policies. The study area for this analysis is the area within approximately ¼-mile of the Project Site.

As discussed below, the Proposed Project would be compatible with neighboring land uses and would substantially conform to the applicable zoning requirements. The Proposed Project would also be consistent with the public policies applicable to the Project Site. Therefore, the Proposed Project would not result in significant adverse impacts on land use, zoning, or public policy.

Land Use and Zoning

Existing Conditions

Land Use

The Project Site is approximately 27 acres on the southeastern portion of the approximately 330-acre W. Averell Harriman State Office Campus (the "Harriman Campus") in western Albany. The Project Site formerly contained structures that were part of the Harriman Campus, but those structures have since been demolished, and the site is now vacant and underutilized. The Project Site currently contains paved and unpaved areas and is used partially for campus parking as well as a closed portion used as a staging area by contractors working elsewhere on the Harriman Campus.

Land uses in the surrounding study area consist of the remainder of the Harriman Campus office park, transportation corridors such as New York State Route 85 ("NYS Route 85") and US Interstate-90, institutional, limited commercial, and medium-density residential areas. Land uses in the study area are shown in **Figure 2-1**.

The Harriman Campus currently contains sixteen New York State government office buildings with over three million square feet of office spaces and the University of Albany ("UAlbany") Emerging Technology and Entrepreneurship Complex ("ETEC") in the southwest corner of the campus. The Campus was substantially developed during the 1950s and 1960s as an office park with surface parking and office buildings set back from the road in a campus-like setting. The Harriman Campus is encircled by the six-lane Campus Access Road ring roads and roughly bounded by Washington Avenue to the north, Western Avenue to the south, the UAlbany campus to the west outside the study area, and NYS Route 85 to the east.

In the southern area of the Harriman Campus, just west of the Project Site, is Capital Milestone Child Care, a daycare center that serves the families of state employees and UAlbany faculty, staff, and students. Other campus uses nearest to the Project Site include paved parking lots, landscaped open space, and the office buildings for the NYS Department of Corrections and Community Supervision and the Business Services Center Building 5.

Adjacent to the Project Site and encircling the Harriman Campus, the Campus Access Road ring roads each have three one-way traffic lanes and are separated by an approximately

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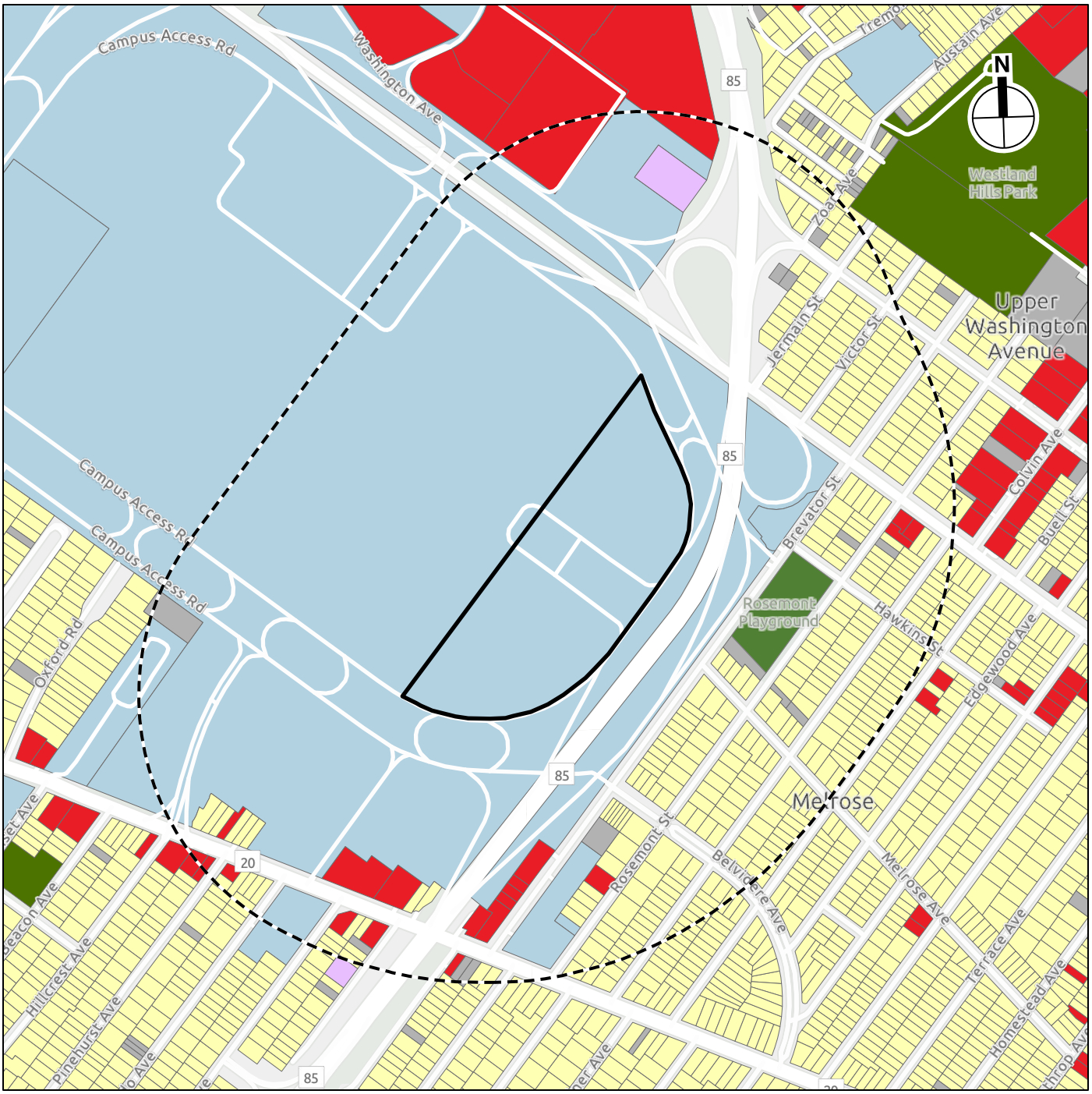

Land Use

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 2-1

200-foot wide green median. Campus Access Road was designed for automobile use, although there are limited striped crosswalks at various points along the southern and eastern portions of the road that facilitate multimodal access to the Harriman Campus and the Project Site from the surrounding areas. To the south, the crosswalks connect to Western Avenue where there are multiple bus stops and sidewalks; to the east, the crosswalks ultimately connect across NYS Route 85 to Brevator Street and the Melrose residential neighborhood. A portion of the Campus Access Road nearby the Project Site was recently reconfigured to facilitate the Capital District Transportation Authority's ("CDTA") Purple Line bus rapid transit ("BRT") route through the campus.

Beyond Campus Access Road, the Project Site and Harriman Campus are bounded to the east by NYS Route 85, a four-lane highway that runs below-grade between the inner and outer rings of Campus Access Road. On the far side of NYS Route 85 is the Melrose residential neighborhood, predominantly comprising medium-density single- and two-family dwellings, as well as pockets of multifamily homes. Additional uses along Brevator Street include Rosemont Park and Playground, the Albany Fire Department Brevator Station, and All Saints Catholic Academy.

To the south, past Campus Access Road, is Western Avenue, which is a mixed-use corridor. Around the intersection with NYS Route 85, there is a mix of medical offices and commercial uses, and further west, institutional uses such as churches, and residential uses. Eagle Hill Cemetery is situated between Western Avenue and Campus Access Road in the southwest portion of the study area.

The remainder of the Harriman Campus is west of the Project Site, as well as additional government buildings and UAlbany, which is part of the State University of New York ("SUNY") university system, approximately 0.9 miles to the west.

North of the Project Site, Washington Avenue traverses the northern boundary of Harriman Campus and runs parallel between the two rings of Campus Access Road. On the northern side of these roads, west of NYS Route 85, is the Patroon Creek Corporate Park, which includes a mix of medical and professional offices and a multifamily residential complex. East of Route 85, Washington Avenue is mostly residential with some commercial uses extending north along Colvin Avenue.

Zoning

This section describes the existing zoning regulations on the Project Site and the study area as set forth in the City of Albany Unified Sustainable Development Ordinance ("USDO"); the Proposed Project's consistency with the USDO articulated policies is assessed in the public policy section further below.

The majority of the study area, including the Harriman Campus and Project Site, is zoned Mixed-Use, Campus/Institutions ("MU-CI") (see **Figure 2-2**). Laboratories and research facilities are permitted with a conditional use permit. The zoning lot requirements are a minimum lot width of 80 feet and maximum impervious coverage of 60 percent. The maximum front setback is 20 feet. The minimum rear and side setback is 0 feet, except that the minimum rear setback is 15 feet when adjacent to a residential district. The maximum building height is eight stories, or five stories if within 50 feet of a Residential, Two-Unit ("R-2") or Townhouse ("R-T") zoned lot, or three stories if within 50 feet of a Residential, Single-Unit, Low Density ("R-1L") or Single-Unit, Medium Density (R-1M) zoned lot. The Project Site is more than 50 feet from any of these districts, and therefore, the applicable maximum height would be 8 stories or 105 feet. In the MU-CI district, development must be approved either by the Planning Board or by the Chief Zoning Official in accordance with a District Plan.

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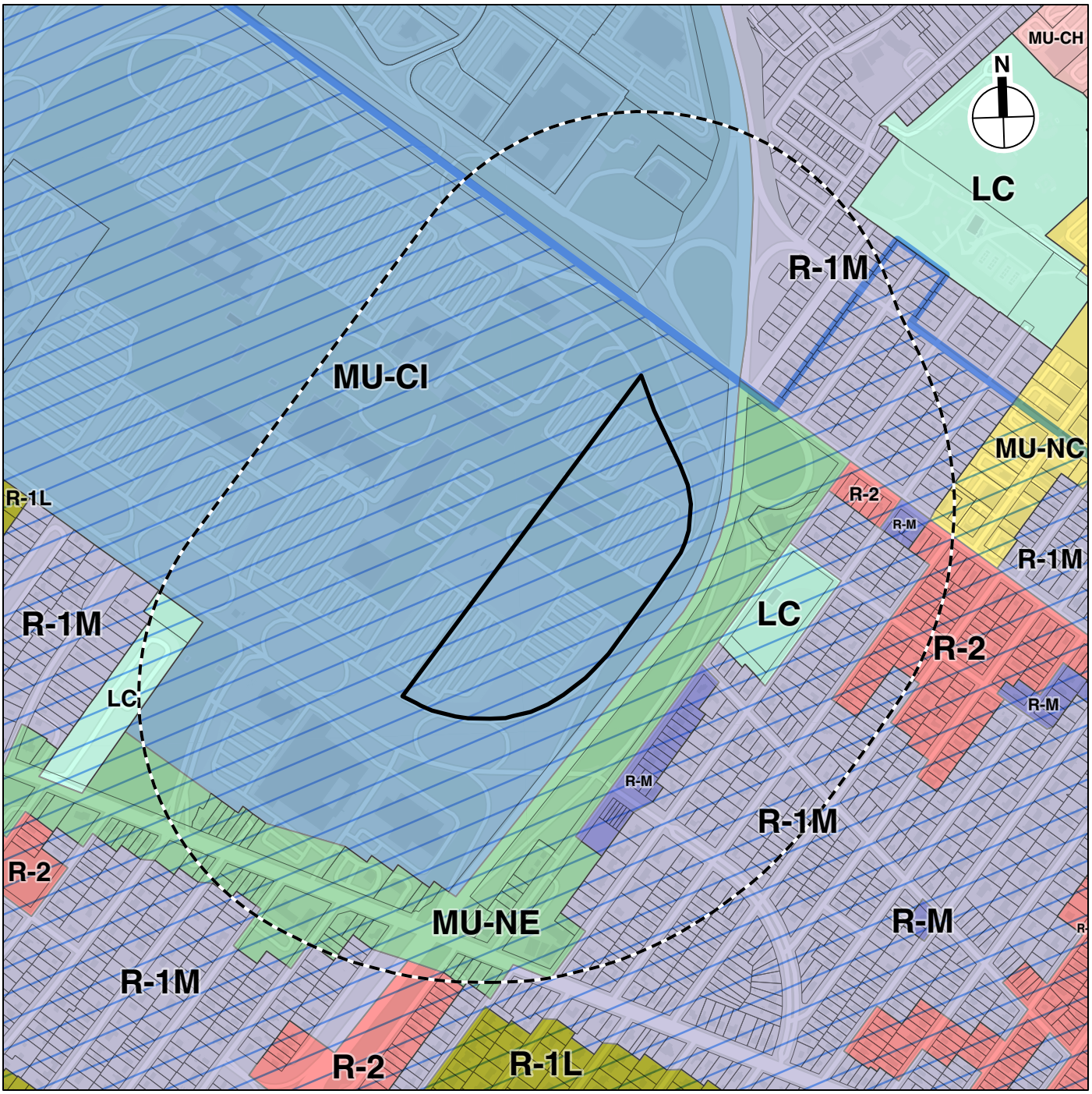


Project Site

Quarter-mile perimeter

Combined Sewer Overflow Overlay

LC - Land Conservation

MU-CH - Mixed-Use, Community Highway

MU-CI - Mixed-Use, Campus / Institutions

MU-NC - Mixed-Use, Neighborhood Center

MU-NE - Mixed-Use, Neighborhood Edge

R-1L - Residential, Single-Family, Low Density

R-1M - Residential, Single-Family, Medium Density

R-2 - Residential, Two-Family

R-M - Residential, Multi-Family

0 1,000 FEET

Zoning

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 2-2

After the MU-CI district, the predominant zoning district in the study area is R-1M, located in the northeastern, eastern, and southern portions of the study area. A narrow band of Mixed-Use, Neighborhood Edge ("MU-NE") district borders the Harriman Campus to the east and south and straddles a portion of US Route 20 (Western Avenue). Small areas of the R-2 district are interspersed within the neighborhoods east and south of the Project Site. An area of the R-1L district borders a segment of the Harriman Campus to the southwest, and the R-1L district also overlaps with the southeastern corner of the study area. There is a short row of the Residential, Multi-Family (R-M) district along Brevator Street, as well as a small area on Washington Avenue. A portion of the Mixed-Use, Neighborhood Center ("MU-NC") district extends into the northeast section of the study area.

There are three small areas of the Land Conservation ("LC") district, intended for public parks and open spaces. In and near the study area, there are three instances of the LC district – near the northeast corner of the study area, which contains a park and playing fields; to the east of the Harriman Campus, on the far side of the MU-NE district, which contains a playground; and bordering the Harriman Campus to the southeast, which contains a cemetery.

In addition to the underlying zoning districts, the Combined Sewer Overflow Overlay ("CS-O") covers the Project Site, study area, and most of the City, excluding certain areas along the municipal boundaries. Applications for development that are anticipated to generate over 2,500 gallons of sanitary sewer flow per day require review by the Albany Department of Water and Water Supply and the New York State Department of Environmental Conservation to ensure compliance with the State Pollution Discharge Elimination System ("SPDES") permit. (See Chapter 4 "Stormwater" and Chapter 9 "Infrastructure and Utilities" for an assessment of the Proposed Project's potential effects related stormwater and infrastructure.)

Potential Impacts

Land Uses

The Proposed Project would introduce a new, state-of-the-art Life Sciences Public Health Laboratory building for the Wadsworth Center on the Project Site, as well as surface parking, landscaping and security features, and an emergency generator building. The proposed laboratory building would be situated at the northern portion of the Project Site with surface parking to the south and trees and landscaping integrated into the parking lot and around the perimeter.

The Proposed Project would reactivate the underutilized Project Site with new uses that would be consistent with the nearby uses in the Harriman Campus. In particular, the Proposed Project's laboratory uses and surface parking would be in keeping with the existing office building and parking uses of the Harriman Campus as a whole and the Project Site in particular, which currently contains surface parking and previously contained office buildings and parking. The Proposed Project's four-story laboratory building would also be consistent with the height and density of other buildings in the Harriman Campus, which range from one to nine stories. As such, the Proposed Project would be compatible with the existing uses on the Harriman Campus and would not alter the intensity of use. The Proposed Project would provide a pedestrian connection to the rest of the Harriman Campus and the Project Site would continue to be served by the existing crosswalks on the Campus Access Road near the site.

Additionally, the Proposed Project would be compatible with the mix of residential, transportation, and commercial uses located in the study area beyond the Harriman Campus, which have existed alongside the Harriman Campus for approximately 70 years. The Proposed Project would also be separated from surrounding residential neighborhoods in the study area by the remainder of the Harriman Campus and NYS Route 85.

Overall, the Proposed Project would be consistent with surrounding land uses and would not result in significant adverse impacts to land use.

Zoning

The Proposed Project would construct a new laboratory building within the Harriman Campus. As the Project Site is owned by the State of New York, and the Proposed Project would be constructed and operated by a state agency, the Proposed Project would be exempt from compliance with local zoning laws. Nonetheless, the Proposed Project would be substantially consistent with the zoning laws as provided in the City of Albany USDO.

The Project Site is located within the MU-CI zoning district and the CS-O overlay zoning district. The applicable maximum height in the MU-CI zoning is 8 stories or 105 feet in height. The Proposed Project would be four stories (plus a mechanical floor), which would comply with the height maximum. The Proposed Project would also comply with the applicable minimum rear and side setback, which is 0 feet. The proposed impervious coverage would be below the maximum of 60 percent.

Due to the sensitive nature of the Wadsworth Center's range of specialized diagnostic, surveillance, and research activities, the Project Site is designed with setbacks, buffers, and other measures for privacy and security. The Proposed Project would be set back more than 50 feet from Campus Access Road. This setback distance would preserve many of the existing trees onsite, while providing space for a landscape privacy buffer along the perimeter of the Project Site. However, this distance would exceed the MU-CI district's maximum front setback of 20 feet. Given the Proposed Project's location in the Harriman Campus, which includes many office buildings setback from the street in an campus-like setting, the exceedance of the maximum front setback regulations would not adversely affect zoning or nearby uses.

The Proposed Project would connect to the City's sewer system and would meet the requirements of the CS-O district, including compliance with the terms of The Albany Pool Communities Combined Sewer Overflow Long Term Control Plan Order on Consent (DEC Case #CO 4-20120911-01). (See Chapter 4 "Stormwater" and Chapter 9 "Infrastructure and Utilities" for an assessment of the Proposed Project's potential effects related stormwater and infrastructure.)

Mitigation Measures

The Proposed Project would reactivate and enliven the previously disturbed, underutilized Project Site with a public health laboratory building. The Proposed Project would be compatible with neighboring land uses and would substantially conform to the applicable zoning requirements. Therefore, the Proposed Project would not result in significant adverse impacts to land use or zoning, and no mitigation measures are required.

Public Policy

This section describes public policies that are applicable to the Proposed Project and the Project Site.

In addition to the policies discussed below, the Proposed Project is also subject to the New York State *Climate Leadership and Community Protection Act ("CLCPA")*. *CLCPA* Section 7(3) requires state agencies to consider impacts to disadvantaged communities in agency administrative decisions, including but not limited to, issuing permits, licenses and the execution of grants, loans, and contracts. *CLCPA* Section 7(3) provides that agency administrative decisions: (1) Shall not disproportionately burden disadvantaged communities, and (2) Shall

prioritize reductions of greenhouse gas emissions and co-pollutants in disadvantaged communities. The Proposed Project's consistency with these elements of the *CLCPA* is assessed in Chapter 6, "Environmental Justice," and Chapter 10, "Air Quality and Climate Change."

Existing Conditions

State Smart Growth Public Infrastructure Policy Act (2010)

In 2010, the State of New York enacted the *Smart Growth Public Infrastructure Policy Act* ("SSGPIPA"), intended to minimize the unnecessary cost of sprawl development. The Act requires State infrastructure agencies, including DASNY and the New York State Department of Health ("NYSDOH"), to ensure public infrastructure projects undergo a consistency evaluation to certify that projects meet, to the extent practicable, the ten Smart Growth criteria specified in the Act. The following are the ten Smart Growth Criteria used to evaluate proposed projects:

- Maintenance and use of existing infrastructure
- Location in "municipal centers"
- Infill development
- Natural resource protection
- Smart Growth planning and design principles
- Mobility and transportation choices
- Inter-governmental coordination
- Community-based planning
- Predictability and reliability in building and zoning codes
- Sustainability Development

The Smart Growth Impact Statement Assessment Form is a tool to assist DASNY's Smart Growth Advisory Committee in determining whether a project is consistent with the SSGPIPA.

Executive Order 22 (signed 2022; effective 2024)

Effective as of 2024, New York Executive Order 22 ("EO 22") advances the State's lead-by-example sustainability and climate directives by mandating that state agencies adopt sustainable practices through reporting requirements and environmentally conscious building construction and operation. Key policies and requirements for construction include disclosures regarding construction materials, as well as incorporation of sustainable building practices, such as implementing energy-efficient design and avoiding the use of fossil fuels except as necessary for backup generators and process loads.

Albany County Economic Development Strategy (2020)

The 2020 Albany County Economic Development Strategy (the "Strategic Plan") is designed to "enhance quality of life and accelerate economic growth throughout Albany County." The Strategic Plan is organized around four goal areas: 1) Fill the gaps and align regional resources; 2) Target investments around catalytic projects and critical infrastructure; 3) Nurture, retain, and attract top talent around growth sectors; and 4) Transform Albany County's image.

The Strategic Plan emphasizes the need for a cohesive and business-friendly approach that capitalizes on Albany County's assets and accounts for economic trends. Through the research, analysis, and engagement process, several "notable findings" were uncovered. Among these findings are that the County's concentration of educational assets is critical to region's talent pool and ability to attract businesses; that government is a major employer and economic driver;

that the healthcare sector is leading employment growth; and that the 'professional, scientific, and technical services' sector, a necessary element of the regional business environment, is declining.

The Strategic Plan also includes an assessment of land use and infrastructure, noting the county's location at a crossroads of transportation infrastructure, including major highways, a robust public transit network, and waterways.

City of Albany Unified Sustainable Development Ordinance (2017, updated 2019)

Adopted in 2017 and updated in 2019, the USDO consolidates land use development regulations into a single unified code document for a more consistent, logical, integrated, and efficient means to review and encourage development. This section assesses the applicable policy goals of the USDO, including the implementation of policies of the Comprehensive Plan, promoting economic reinvestment in the City, supporting environmentally sensitive development, and promoting public health. The Proposed Project's consistency with the zoning provisions set forth in the USDO is assessed above in the zoning section.

The two components of the USDO are the text and map. The text describes the requirements for development within the City and within specific zoning districts, and the map shows how the City is divided into which zoning districts. The USDO is administered by the Planning Department in conjunction with the Board of Zoning Appeals, Planning Board, and Historic Resources Commission.

The Project Site, Harriman Campus, and majority of the study area is zoned MU-CI, the purpose of which is "to provide for sites or campuses with large public and institutional facilities such as hospitals, museums, and institutions of higher education." This district seeks to accommodate the expansion and development of campuses and institutional facilities within the City. In addition, the overlay district CS-O covers the Project Site and most of the City. The purpose of the CS-O district is to mitigate development impacts on the City's combined sanitary/storm sewer system and abate sewer overflow discharges and stormwater surges during wet weather events.

Albany 2030—The City of Albany Comprehensive Plan

The City of Albany's Comprehensive Plan, Albany 2030 (the "Comprehensive Plan") was adopted in 2012. The Comprehensive Plan sets forth a land use vision and six vision components.

The Vision of Albany in 2030

Albany in 2030 has built on its history and diverse natural, cultural, institutional, and human resources to become a global model for sustainable revitalization and urban livability. The City promotes a balanced approach to economic opportunity, social equity, and environmental quality that is locally driven, encourages citizen involvement and investment, and benefits all residents.

Vision Components:

1. Safe, livable neighborhoods;
2. Model educational system;
3. Vibrant urban center:
4. Multimodal transportation hub;
5. Green city; and
6. Prosperous economy.

Toward this Vision, the Comprehensive Plan's goals and strategies are organized around eight interdependent subject areas, termed Sustainability Building Blocks: Community Form, Economy, Social, Transportation, Natural Resources, Housing and Neighborhoods, Utilities and Infrastructure, and Institutions. In the Comprehensive Plan, the Harriman Campus, which contains the Project Site, is noted for its expansive effects on in the economy and education. The Harriman Campus is both identified as a Regional Activity Center and described as an Employment/Education Activity Center. Regional Activity Centers, which also include the Downtown and Hudson River Waterfront, are "major urban hubs that draw residents and visitors from throughout the region and beyond" and typically include a mix of uses. Employment/Education Activity Centers, which specifically include the Harriman office complex and UAlbany, "have the highest concentrations of higher education and employment that attract students and employees from across the region." As described in the Comprehensive Plan, the Harriman Campus "is an unparalleled opportunity for redevelopment and investment."

Economic goals in the Comprehensive Plan include increasing employment opportunities at all education/skill levels and encouraging investment that supports economic development and placemaking. Health services are identified as a "high value target industry" with regional draw and local economic benefit. Another objective is increasing multimodal access to Employment Centers like the Harriman Campus. In support of community health, the Comprehensive Plan recommends increased access to healthcare. Sustainable development is prioritized in the Plan to mitigate climate change impacts.

City of Albany Bicycle and Pedestrian Master Plan (2021)

The City of Albany Bicycle and Pedestrian Plan (the "Bike and Ped Plan") was adopted in 2021 and lays out six goals to improve walking and bicycling networks: incentivizing stakeholders to take a leadership role when it comes to inclusion of pedestrian and bicycling infrastructure; creating awareness; education on the benefits of incorporating infrastructure for these modes of transportation; creating a resilient network; and dedicating funding for these networks. It also describes the largest challenges to expanding these networks, including a lack of pedestrian signals, an absence of sidewalks in the western portion of the City, roads too wide for pedestrians to cross safely, and large campuses in the western portion of the City, such as the Harriman Campus, that lack satisfactory bicycle and pedestrian connections.

The Bike and Ped Plan evaluates and suggests expansions to the City's bicycle and pedestrian infrastructure. The Harriman Campus is identified as a key destination that contributes to the local economy. In regard to the Project Site, the plan evaluates Campus Access Road and its surrounding neighborhood but not the interior of the Harriman Campus. It states that the Harriman Campus is not well connected to the city sidewalk network and that Campus Access Road is difficult to traverse, suggesting the addition of sidewalks and a connection on the southern side to a paved multi-use path that would connect eastward and continue along Brevator Street. To the north and south, the Bike and Ped Plan suggests protected bikes lane along Washington and Western Avenues.

Harriman Research and Technology Park Market Assessment and Master Plan Study (2006)

The Harriman Research and Technology Development Corporation ("HRTDC") was established in 2004 as a subsidiary of Empire State Development ("ESD") to facilitate private development of the Harriman Campus as a research and technology park. To support that effort, HRTDC collaborated with other public and private entities to produce the Harriman Research and Technology Park Market Assessment and Master Plan Study (the "Master Plan") in 2006. The Master Plan aims to transform the Harriman Campus into a research and technology park, leveraging the high-tech strength of the Capital Region. The guiding vision of the Master Plan is

the "need to catalyze regional innovation in science and technology and provide an economic development engine to the Capital Region." The goals of the Master Plan are to:

- Support economic development and job growth in the City of Albany and the Capital Region by capitalizing on the region's emerging leadership position in scientific research and development of new technologies.
- Capitalize on the Harriman Campus's proximity to the University at Albany and leverage the University's research and development resources in ways that create jobs, increase the property tax base, and enhance the community.
- Create a viable, comprehensive, and flexible Master Development Plan supported by Market Assessment data that will result in the development of projects and facilities as an exciting and competitive address in world markets.
- Identify physical elements of the existing Harriman Campus that can support new growth initiatives.
- Assure that plans recognize the importance of obtaining and facilitating adjoining neighborhoods' endorsement of the resulting Master Plan.
- Increase economic and fiscal benefits to the City of Albany through creation of a technically acclaimed, balanced environment for growth, job retention and fiscal results.
- Expand the City of Albany's property tax base through market-based, smart growth development projects.

On the Project Site, the Master Plan envisioned a mix of office, research and development, academic, and laboratory uses in new buildings along with outdoor recreation uses and a new roadway connecting through the site to the Campus Access Road on the north and south. The basic configuration of the Campus Access Road around the Project Site was retained in the Master Plan.

The HRTDC, which spearheaded the Master Plan, was dissolved in 2011. After failing to secure private interest in the redevelopment of the Campus as proposed, HRTDC was dissolved as part of the State's efforts to streamline government operations and allocate resources more effectively toward economic development goals. Subsequently, New York State allocated significant funding towards rehabilitating the existing Campus government buildings, including the 2015 renovation of Building 5 (OGS Business Services Center) and the 2021 renovation of Building 4. These renovations signal the State's refocused economic strategy that prioritizes reinvestment in the Campus's public institutions.

Complete Street Policies: The Harriman Campus—University at Albany Transportation Linkage Study (2007), the City of Albany Complete Streets Policy & Design Manual (2016), and the Washington Avenue/Patroon Creek Corridor Study (2019)

The Harriman Campus—University at Albany Transportation Linkage Study (2007)

The Harriman Campus—University at Albany Transportation Linkage Study ("Transportation Linkage Study") (2007) was created as a joint effort between the Capital District Transportation Committee ("CDTC") and the former HRTDC. The study area includes the triangle of three campuses – the Harriman Campus, the University at Albany, and the Patroon Creek Corporate Park – and the adjacent neighborhoods.

The objective of the Transportation Linkage Study was to develop a vision for an integrated, multimodal transportation system over a 10-year period and to identify strategies and projects that would help facilitate connections and linkages between the sites in the study area. The vision and strategies are intended to support natural synergy across the campuses and to

ensure that transportation and land use projects enhance the quality of life for everyone living and working in the area. The guiding principles were to:

- Improve inter-campus connections, especially for cycling and walking.
- Connect key points on the campuses, capitalize on existing routes, and develop new routes.
- Improve the interface with surrounding neighborhoods, as requested by local residents.
- Improve linkages within the City of Albany and to the greater region, especially via transit. Increase on-campus densities and massing to support this objective.
- Reduce the number of single-occupancy vehicle trips and the parking supply needed to serve those trips via active transportation demand and parking management policies and programs.
- Maintain access to the regional roadway network.
- Address pedestrian safety and accessibility issues on a site-specific level.
- Coordinate transportation improvements with land use improvements proposed in the Harriman Campus Master Development Plan and other local land use policies.

The City of Albany Complete Streets Policy & Design Manual (2016)

The City of Albany Complete Streets Policy & Design Manual (2016) (the "Complete Streets Manual") defines "complete streets" as "…roadway design features that accommodate and facilitate convenient access and mobility by all users, including current and projected users, particularly pedestrians, bicyclists, transit users, and individuals of all ages and abilities." An important component of the complete streets initiative is walkable streets that enhance connectivity and stimulate economic opportunity. Preceding the Complete Streets Manual, in 2013, the Albany Common Council adopted a Complete Streets Ordinance (Section 323-89 of the City of Albany general code) that states that for all street construction, reconstruction, or resurfacing projects that are undertaken by the City and not covered under the New York State Complete Streets Law, the City must consider the convenient access and mobility on the street by all users.

The Complete Streets Manual was developed to guide public and private projects that impact the right of way ("ROW") and to accomplish goals related to transportation and transit as set forth by the Bike and Ped Plan, the Comprehensive Plan, and the Complete Streets Ordinance.

The Complete Streets Manual is based on four guiding principles: accessibility, connectivity, safety, and placemaking.

Washington Avenue/Patroon Creek Corridor Study (2019)

The Washington Avenue/Patroon Creek Corridor Study (2019) was sponsored by the City of Albany and CDTC to pursue complete streets improvements and design modifications for Washington Avenue between Interstate-90 Interchange 2 and Brevator Street. The priority of this study is to calm traffic and improve pedestrian conditions, particularly in the west end of the corridor study area. The study evaluates existing conditions and explores various alternatives to improve multimodal transportation options. This includes enhancements for pedestrians and bicyclists, aiming to make the area more accessible and user-friendly for non-motorized travel. By improving the corridor, the study also aims to support economic growth and development of nearby properties.

Potential Impacts

State Smart Growth Public Infrastructure Policy Act (2010)

The Smart Growth Impact Statement for the Proposed Project is included in **Appendix B**. As described in the Impact Statement, the Proposed Project would be consistent with the Smart Growth Public Infrastructure Policy Act.

Executive Order 22 (signed 2022; effective 2024)

The Proposed Project would incorporate principles of sustainability and wellness consistent with EO 22. NYSDOH is committed to an integrated design approach to optimize building performance, reduce greenhouse gas emissions, reduce water usage, minimize waste, and maximize human health and the experience within the facility. The Proposed Project is being designed to achieve Leadership in Energy and Environmental Design ("LEED") v4/4.1 Silver certification. The Proposed Project would use fossil fuel-fired equipment only for supplemental heating, process steam, and emergency generators, which would be consistent with EO 22.
Albany County Economic Development Strategy (2020)

According to the Strategic Plan, a defining component of economic success is the establishment of Albany County as magnet for talent and investment. The Proposed Project would contribute to and be supportive of the County's economic success as described in the Strategic Plan. The Strategic Plan emphasizes the importance of collaboration to drive economic success. The Proposed Project would consolidate the existing five Wadsworth Center facilities into one centralized location, which would foster staff interactions and promote collaboration. The Proposed Project would also foster innovation and collaboration between the Wadsworth Center and outside partners, contributing to broader life sciences initiatives in the Capital Region.

The Strategic Plan's findings underscore the importance of the region's educational assets, government employment sector, and healthcare sector to the County's economy. The Proposed Project would contribute to these important elements of the Albany County economy. The Proposed Project would augment the County's educational assets, as the Wadsworth Center both generates innovative research and provides laboratory certification and educational programs. In addition to its diagnostic, surveillance, and research activities, the Wadsworth Center also trains the next generation of scientists through programs for doctoral, master's, and undergraduate students, as well as specialized training for postdoctoral fellows and others. By providing a new facility for the State's public health laboratory, the Proposed Project would be supportive of government as a major employer and economic driver. In addition, the Strategic Plan notes a decline in the 'professional, scientific, and technical services' sector, emphasizing the importance of entities like the Wadsworth Center in supporting the regional business environment with research and expertise.

By providing a state-of-the-art laboratory facility for the Wadsworth Center, one of the nation's preeminent state public health laboratories, the Proposed Project would expand employment and elevate the capabilities of the Wadsworth Center, which, in turn, would support and contribute to the region's healthcare sector and professional, scientific, and technical services' sector.

City of Albany Unified Sustainable Development Ordinance (2017, updated 2019)

The Proposed Project would align with the general policy goals of the USDO as well as the specific purposes of the MU-CI and CS-O zoning districts. These goals include implementing the Comprehensive Plan, promoting economic reinvestment, supporting environmentally sensitive development, and promoting public health. The Project supports these aims, including by adhering to sustainability principles, green building techniques, achievement of LEED Silver

standards, and compliance with energy and environmental standards. As designed, the Proposed Project would prioritize natural light, close proximity of offices and labs, and collaborative spaces to promote health and well-being for its employees.

The Proposed Project would be supportive of the MU-CI district's goal of accommodating campus and institutional facility expansion within the City by constructing a new Life Sciences Public Health Laboratory on an underutilized site within the Harriman Campus. Additionally, as noted above, the Proposed Project would comply with the CS-O district's aim to mitigate impacts on the City's sewer system, adhering to the Albany Pool Communities Combined Sewer Overflow Long Term Control Plan and obtaining necessary approvals for its anticipated sanitary sewer flow.

Albany 2030—The City of Albany Comprehensive Plan (2012)

The Proposed Project would be consistent with the Sustainability Building Blocks and supports numerous goals and strategies recommended in the Comprehensive Plan. As noted above, the Comprehensive Plan identifies the Harriman Campus, which contains the Project Site, as a Regional Activity Center and an Employment/Education Activity Center. By redeveloping an underutilized portion of the Harriman Campus, the Proposed Project would be supportive of the Comprehensive Plan’s initiatives to redevelop the Harriman Campus.

Among the strategies in the Comprehensive Plan is to prioritize redevelopment of vacant properties along transit corridors. The Proposed Project would redevelop a currently underutilized, vacant property located just south of Washington Avenue, a designated mixed-use transit corridor.

The Comprehensive Plan identifies increasing employment opportunities and encouraging investment that supports economic development as key economic goals. It recognizes health services as a "high value target industry" and emphasizes the strategic value of redeveloping the Harriman Campus to advance Albany's reputation in emerging technologies like public health. The Wadsworth Center, as the State's public health laboratory, engages in pioneering research that has broad impacts regionally, nationally, and internationally. Its preeminence attracts world-class scientists and elevates Albany's attractiveness to other health services entities.

The Proposed Project would support the objective of increasing multimodal access to employment centers like the Harriman Campus, as the Project Site is accessible via major roads, multiple bus routes including the new CDTA BRT Purple line and in proximity to offsite pedestrian and bicycle infrastructure. The Proposed Project would provide connections to pedestrian infrastructure and transit service.

The Comprehensive Plan also calls for increased healthcare access, which the Proposed Project would support by improving public health emergency preparedness, attracting talent, enhancing competitiveness for research funding, and enabling new scientific discoveries.

The Comprehensive Plan prioritizes sustainability to mitigate climate change impacts. The Proposed Project would meet the standards of LEED Silver, incorporating energy-efficient design, green roofs, and other techniques.

By creating a new laboratory for the Wadsworth Center, the Proposed Project would contribute to Albany's image as an innovation hub and can attract similar entities, thus supporting the Comprehensive Plan’s institutional objective of fostering relationships that drive business growth.

City of Albany Bicycle and Pedestrian Master Plan (2021)

The Proposed Project would not affect bicycle and pedestrian infrastructure in the study area around the Project Site, and it would not impede the achievement of the goals of the Bicycle and Pedestrian Master Plan.

Harriman Research and Technology Park Market Assessment and Master Plan Study (2006)

The Proposed Project would not redevelop the Project Site as envisioned in the Master Plan. However, the Proposed Project would be consistent with many of the goals of the Master Plan as they relate to the Project Site. The Proposed Project would construct a state-of-the-art public health laboratory and surface parking on the Project Site, both of which are uses contemplated for the site in the Master Plan. In addition, both the Master Plan and the Proposed Project would retain the configuration of Campus Access Road on the eastern portion of the Project Site. The Proposed Project would be consistent with the underlying goals for the Harriman Campus in the Master Plan, such as catalyzing economic development by supporting scientific and technological innovation, capitalizing on existing assets that include the currently underutilized Project Site, and increasing job opportunities and retaining a talented workforce. As noted above, HRTDC, which spearheaded the Master Plan, was dissolved in 2011, and in recent years, the state has prioritized reinvestment in the Campus's public institutions. The Proposed Project would be in keeping with the state's efforts to prioritize reinvestment in public institutions and the Campus.

In addition, since the Proposed Project would affect only the 27-acre Project Site, it would not preclude changes or alterations to the remaining approximately 303 acres of the Harriman Campus as envisioned in the Master Plan, if such changes were to be pursued in the future. Further, as the Applicant only controls the Project Site, changes to the remainder of the Harriman Campus are outside of its control.

Complete Street Policies: The Harriman Campus—University at Albany Transportation Linkage Study (2007), the City of Albany Complete Streets Policy & Design Manual (2016), and the Washington Avenue/Patroon Creek Corridor Study (2019)

The Complete Street Policies share overarching objectives, including enhancing connectivity and improving multimodal accessibility.

The Proposed Project would activate and enliven the Project Site, which is currently vacant and underutilized. The Proposed Project would include interior pedestrian pathways to provide easy, safe movement of pedestrians both within the Project Site and with the rest of the Harriman Campus. There would also be new Americans with Disabilities Act ("ADA")-compliant sidewalks on the perimeter of the Project Site. The proposed perimeter fencing and ADA-compliant sidewalks would promote pedestrian safety by directing pedestrians to existing crosswalks on the Campus Access Road and in adjacent Brevator Street neighborhoods, facilitating safe pedestrian passage to and from the Harriman Campus around the Project Site. The added ADA-compliant sidewalks would also facilitate safe access to new Capital District Transportation Authority bus stops that are expected to be located on the Campus Access Road near the future entrance to the Project Site. The Proposed Project would not affect public streets and would not affect the implementation of the Complete Street Policies set forth in these documents. Therefore, the Proposed Project would not conflict with the Complete Street Policies.

Mitigation Measures

As assessed above, the Proposed Project would be consistent with the applicable public policies affecting the Project Site and would not conflict with the Complete Street Policies affecting

the surrounding area. Therefore, the Proposed Project would not result in significant adverse impacts to public policies, and no mitigation is required.

CHAPTER 3. STORMWATER MANAGEMENT

Introduction and Summary of Findings

This chapter describes existing and proposed stormwater management on the Project Site. Potential impacts to stormwater infrastructure are based on data as provided in the New York State Department of Environmental Conservation ("NYSDEC") *Stormwater Management Design Manual*[1] and presented in the Proposed Project's Stormwater Drainage Report ("SWDR") included in **Appendix C**.

The Proposed Project would comply with the requirements of NYSDEC, the City of Albany *Unified Sustainable Development Ordinance*, and the City of Albany *Stormwater Management and Erosion Control* regulations. The Proposed Project would improve the on-site stormwater infrastructure to meet NYSDEC requirements. The Proposed Project would utilize subsurface conveyance systems, landscaped bioretention areas within the parking lot, and two infiltration basins to reduce runoff volumes and improve water quality for the 10-year 24-hour storm event by 100 percent and would treat stormwater runoff before it infiltrates into the soil. Therefore, the Proposed Project would not result in significant adverse impacts related to stormwater.

Existing Conditions

The Project Site is an approximately 27-acre site on the southeastern portion of the W. Averell Harriman State Office Building Campus ("Harriman Campus"). The Project Site currently contains paved and unpaved areas and is used partially for parking for campus employees and contractors working on the campus. It is assumed that the Project Site's stormwater management system was built in the 1950s and 1960s when the Harriman Campus was originally constructed. Approximately 64 percent of the Project Site contains impervious surfaces, and the remaining areas are pervious grass and landscaping. Figures showing the existing pervious and impervious surfaces and drainage patterns are presented in the SWDR in **Appendix C**. The existing stormwater system on the Project Site contains pipes, catch basins, and manholes that discharge north, south, and west of the site and ultimately converge to a trunk line off-site where stormwater runoff from the Project Site enters the municipal storm drainage system. Existing condition runoff rates calculated for 1-, 10-, and 100-year 24-hour rainfall events are presented in **Appendix C**.

The Project Site currently has no stormwater quality treatment or stormwater quantity control practices. Stormwater runoff from the Project Site enters the municipal storm drainage system un-detained and untreated.

Potential Impacts of the Proposed Project

The NYSDEC regulates stormwater discharge during construction through the *State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activity ("CGP") (GP-0-20-001)* and post-construction stormwater discharge through the *Municipal Separate Stormwater Sewer Systems ("MS4") Permit.* An MS4 Permit is required for projects in urbanized areas that disturb more than a pre-established threshold and requires treatment for the stormwater quality and volume released into the municipal stormwater

[1] New York State Department of Environmental Conservation ("NYSDEC"), *Stormwater Management Design Manual*, July 31, 2024

system. To comply with these regulations, a Stormwater Pollution Prevention Plan ("SWPPP") is required to be submitted to the City for review and approval as the Regulated, Traditional Land Use Control MS4. Following approval of the SWPPP by the City, a Notice of Intent would be submitted to the NYSDEC to gain permit coverage for the Proposed Project under the SPDES general permit. The SWDR in **Appendix C** is the basis from which a SWPPP would be developed for the construction and post-construction period, in accordance with the NYSDEC *Stormwater Management Design Manual.*

The final SWPPP would include plans detailing the erosion control measures to be used during construction to avoid impacts from soil erosion and sedimentation. Temporary erosion and sediment controls would be implemented during construction to mitigate stormwater pollution. Through implementation and inspection of erosion control measures throughout construction, significant adverse impacts due to soil erosion and sedimentation during construction activities would be avoided.

At completion, the Proposed Project would increase the overall impervious surface on the Project Site by 1.74 acres as compared to existing conditions but would also improve the on-site stormwater infrastructure to meet NYSDEC requirements. The Proposed Project would include a stormwater system consisting of pipes, catch basins, manholes, bioswales, and infiltration basins. Based on the current design concept, the stormwater drainage system for the Proposed Project would be designed to convey stormwater runoff from the 10-year 24-hour rainfall event. The system would convey runoff from the laboratory building and the rest of the Project Site to two stormwater infiltration basins and ultimately to existing outfalls. A figure showing the proposed drainage areas is presented in the SWDR in **Appendix C**. Both infiltration basins would be sized to treat and infiltrate their respective water quality volumes and would meet NYSDEC requirements with respect to water quality volume and runoff reduction volume.

Infiltration basin 1 would drain a catchment area of approximately 19 acres, including the proposed parking lot, western entrance roadway, and associated landscaped areas. Infiltration basin 2 would drain a catchment area of approximately 8 acres, including the loading dock area, access roadways to the loading area, roof of the proposed laboratory building, and associated landscaped areas. Each basin would be designed with a forebay, that once full would overflow into the rest of the basin. When the entire basin is full, water would then be conveyed through the site to the existing drainage system. Overall, these basins would be designed to capture and treat the full water quality volume ("WQv") per the NYSDEC *Stormwater Management Design Manual*. The SWDR includes calculations to demonstrate adherence to NYSDEC requirements for stormwater quality treatment and stormwater quantity control.

The Proposed Project stormwater system would also reduce runoff volume, peak flow, and flow duration in accordance with the NYSDEC *Stormwater Management Design Manual*. Both infiltration basins will be designed to treat and infiltrate their respective water quality volumes, therefore they will meet the requirements to reduce runoff volume. Additionally, the Proposed Project would also reduce peak flow volumes as compared to existing conditions. A table comparing the pre- and post-development runoff rates is presented in in **Appendix C**. The stormwater management system design may be revised as field tests are completed to verify infiltration rates for the Project Site, but the proposed system would reduce stormwater flows compared to existing conditions.

Overall, the Proposed Project would comply with the requirements of NYSDEC, the City of Albany *Unified Sustainable Development Ordinance*, and the City of Albany *Stormwater Management and Erosion Control* regulations. The Proposed Project would utilize subsurface conveyance systems, landscaped bioretention areas within the parking lot, and two infiltration basins to reduce runoff volumes for the 10-year 24-hour storm event and would treat stormwater

runoff before it infiltrates into the soil. Therefore, the Proposed Project would not result in significant adverse impacts related to stormwater.

Mitigation Measures

With the implementation of the stormwater system described above and preparation and implementation of a SWPPP in accordance with applicable requirements, the Proposed Project would not result in significant adverse stormwater impacts. Therefore, no mitigation measures are required.

CHAPTER 4. VISUAL AND COMMUNITY CHARACTER

Introduction and Summary of Findings

This chapter analyzes the potential impacts of the Proposed Project on the visual character of the Project Site and the character of the community surrounding the Project Site. In addition, this chapter analyzes potential impacts resulting from changes to the visibility of the Project Site from three publicly accessible vantage points.

The Proposed Project would change the visual character of the Project Site from the existing vacant land and surface parking uses to the proposed four-story laboratory building and surface parking, and portions of the Proposed Project would be visible from various vantage points near the Project Site. However, these changes would not result in a significant adverse impact on visual and community character. The Proposed Project would generally be consistent with the existing visual character of the office buildings at the W. Averell Harriman State Office Buildings ("Harriman Campus"). The Proposed Project would also include landscaping and berms, further limiting the visibility of the Proposed Project from surrounding areas. Therefore, there would be no significant adverse impacts to the visual and community character of the Project Site nor of the surrounding area.

Methodology

The potential visual impacts of the Proposed Project were assessed based on the guidance provided in NYSDEC Program Policy DEP-00-2, "*Assessing and Mitigating Visual and Aesthetic Impacts*." This policy defines visual and aesthetic effects, describes when a visual assessment is necessary and how to review a visual effect assessment, differentiates state and local concerns, and defines avoidance, mitigation and offset measures that eliminate, reduce or compensate for negative visual effects. The methodology and impact assessment criteria established by the policy are comprehensive and can be used by other state and local agencies to assess potential effects. The guidance focuses on assessing visual impacts to inventoried resources of aesthetic significance, such as state and national parks, and scenic areas of statewide significance.

According to DEP-00-2, certain variables can affect a viewer's perception of an object or project and the visibility of that object or project in the overall viewshed; these variables include the character of the landscape (existing vegetation, buildings, and topography) and size perspective (reduction of apparent size of objects as distance increases). Consequently, according to the NYSDEC policy, an "impact" would occur when there is a detrimental effect on an aesthetic resource that interferes with or reduces the public's enjoyment of a resource and when the mitigating effects of perspective, such as vegetation, distance, and atmospheric perspective or other designed mitigation, do not reduce the visibility of a project to insignificant levels. It is also noted that visibility of a project, even startling visibility, would not necessarily result in a visual impact.

Existing Conditions

This section describes the visual character of the Project Site within the context of its surrounding community, including discussion of on- and off-site structures, landforms,

topography, vegetative/tree cover. It also illustrates and describes views of the Project Site from publicly accessible vantage points.

Visual Character of the Project Site

As described in Chapter 1, "Project Description," the Project Site is a 27-acre site located in the southeastern portion of the 330-acre Harriman Campus in western Albany (see **Figures 4-1a – 4-1e** for photographs of the Project Site). The perimeter of the Project Site is the Campus Access Road ring road, which acts as the primary entry and exit point for the entire Harriman Campus. It also visually buffers the interior of the Project Site from New York State Route 85, directly east of the Project Site, and proximate residential uses (see **Figure 4-1b [Photo 1]**).

The Project Site was once occupied by two structures that were part of the campus, but those structures have been demolished and the site is now vacant and underutilized (see **Figure 4-1b [Photo 2]**). These structures, Buildings #1 and #2 were each three stories tall and were demolished in 2014 and 2016, respectively. A portion of the now vacant site is currently closed, and used by contractors working on other portions of the Harriman Campus. The remainder of the Project Site is currently used for campus parking. The parking lots are interspersed with landscaped medians, sidewalks separating the lots from the existing buildings, manicured plantings, and trees (see **Figure 4-1c [Photos 3 and 4]** and **Figure 4-1d [Photos 5 and 6]**).

The topography of the Project Site is mostly flat, sloping gently from the southwestern corner of the Project Site at 240 feet above sea level to 266 feet above sea level at the northwestern corner of the Project Site. The Project Site is accessible by the Campus Access Road ring roads that surround the Campus. There is a change in topography between the mostly flat Project Site and New York State Route 85, which lies directly east of the Project Site, at approximately 230 feet above sea level. The Project Site is illuminated by light poles on the drive aisles and parking lots, and by short, pedestrian-scaled bollards along sidewalks (see **Figure 4-1e [Photo 7]**).

Visual Character of the Surrounding Area

The areas surrounding the Project Site are characterized by office uses on the Harriman Campus and primarily residential neighborhoods beyond the campus (see **Figures 4-2a – 4-2f** for photographs of the surrounding areas of the Project Site).

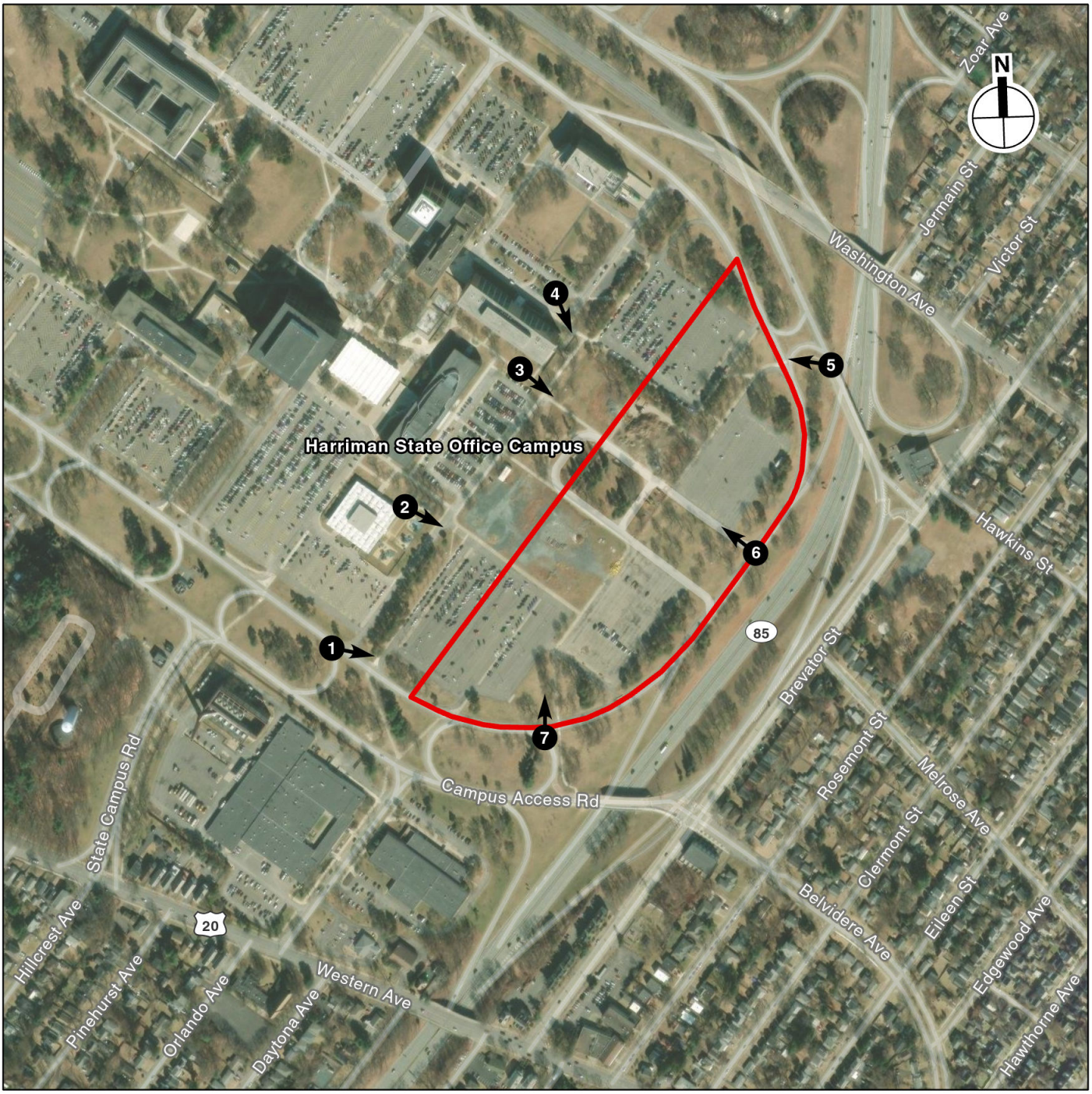
Approximately 0.25 miles north and northeast of the Project Site, between Lincoln Avenue and Washington Avenue, is a residential neighborhood which is mostly comprised of one- and two-story residential homes (see **Figure 4-2b [Photo 1]**). This neighborhood is also home to the Lustron Houses of Jermain Street Historic District, which is listed on the State and National Registers of Historic Places ("S/NR-listed"). The Lustron Houses are five prefabricated houses constructed in 1949[1] (see **Figure 4-2b [Photo 2]**).

Washington Avenue, a four-lane two-way road, is is located north of the Project Site and connects the Project Site and portions of western Albany to Interstate 90 ("I-90") to the north and New York State Route 85 to the east. Approximately 0.25 miles northeast the Project Site, Washington Avenue is characterized by single-family and multifamily residential buildings and institutional buildings (see **Figure 4-2c [Photo 3]**).

The Melrose residential neighborhood is located approximately 0.1 miles east of the Project Site beyond New York State Route 85. The Melrose neghborhood is bounded by Washington Avenue to the north, Western Avenue to the South, Brevator Street to the West and Manning Boulevard to the east. The Melrose neighborhood contains a mix of one- and two-story

[1] https://www.albanyny.gov/1902/Lustron-Houses-of-Jermain-Street-Histori. Accessed 8/9/2024.

9.17.24



Project Site

0 1,000 FEET

1 *Photograph View Direction and Reference Number*

Key to Project Site Photographs

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 4-1a

9.17.24

1

2

Project Site Photographs

Figure 4-1b

9.17.24

3

4

Project Site Photographs

9.17.24

5

6

Project Site Photographs

7

Project Site Photographs

Figure 4-1e

9.17.24

Project Site

W. Averell Harriman State Office Building Campus

Photograph Reference Number

0 1,000 FEET

Key to Surrounding Area Photographs

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 4-2a

9.17.24

1

2

Surrounding Area Photographs

9.17.24

3

4

Surrounding Area Photographs

9.17.24

5

6

Surrounding Area Photographs

9.17.24

7

8

Surrounding Area Photographs

9

Surrounding Area Photographs

Figure 4-2f

single-family residences and limited commercial uses, as well as Rosemont Park with playgrounds, tennis courts, and basketball courts (see **Figure 4-2c [Photo 4]** and **Figure 4-2d [Photos 5 and 6]**).

West of the Project Site is the remainder of the Harriman Campus, an office park with surface parking and office buildings set back from the ring-road in a campus-like setting. The buildings on the Harriman campus are generally boxy, low-to-mid-rise 1960's style office buildings varying in height from one to nine stories (see **Figure 4-2e [Photo 7]**). The Campus Access ring roads surround the main portion of the campus. The outer road is a three-lane, one-way roadway traveling counterclockwise with multiple access points to New York State Route 85, I-90, Brevator Street, Western Avenue, and Washington Avenue. The inner road is a three-lane one-way roadway traveling clockwise with access to campus buildings and parking lots.

Approximately 0.25 miles south of Project Site is the Eagle Hill Cemetery and neighborhood, which is comprised of mostly one- and two-story residential uses (see **Figure 4-2e [Photo 8]**). This neighborhood is bounded by Western Avenue to the south, the outer Campus Access Road to the north, and State Campus Road to the east. East of the Eagle Hill residential area and the Eagle Hill Cemetery is a portion of the Harriman Campus with additional State government facilities. These facilities are large footprint, low-rise buildings and are consistent with the character of the surrounding office and institutional uses at the Harriman Campus.

To the west of the Project Site, beyond the Campus Access ring roads, is the University at Albany ("UAlbany") Campus, consisting of student residences, academic and administrative buildings, performing arts and athletic facilities, landscaping and parking lots (see **Figure 4-2f [Photo 9]**).

Views of the Project Site and Existing Buildings from the Surrounding Area

This section describes views of the Project Site and the existing buildings from nearby publicly accessible vantage points. The vantage points are shown on **Figure 4-3a**.

Vantage Point A: Intersection of Jermain Street and Washington Avenue

Vantage Point A is located northeast of the Project Site, at the intersection of Jermain Street and Washington Avenue. As described above, Jermain Street is characterized by residential uses and the S/NR-listed Lustron Houses of Jermain Street historic district. Washington Avenue is a four-lane two-way roadway running east-west through the study area. From this location, Washington Avenue is visible, as well as the underpass for New York State Route 85. The Project Site is visible in the distance, with views of the existing parking lots, landscaping, and lighting for the site and the Harriman Campus (see **Figure 4-3b [Photo A-1]**).

Vantage Point B: View Across Route 85 from Rosemont Park

Vantage Point B is located at Rosemont Park Playground on Brevator Street, looking northwest towards the Project Site. From this location, views include Brevator Steet, a four-lane two-way roadway running parallel to New York State Route 85. Also visible is the Campus Access outer ring road, the existing trees and landscaping on the Project Site, and the existing lighting, parking, and contractor staging on the Project Site (see **Figure 4-3c [Photo B-1]**). New York State Route 85 is depressed below grade in this vantage point and signage for the roadway is visible.

Vantage Point C: From NYS Records Building on Campus Access Road

Vantage Point C is located southwest of the Project Site near the Campus Access outer ring road. Views toward the Project Site include the ring road as well as distant structures on the campus, existing landscaping, parking, contractor staging, and vacant areas on the Project Site (see **Figure 4-3d [Photo C-1]**).

9.17.24

Project Site

0 1,000 FEET

Photograph View Direction and Reference Number

Vantage Point Photo Key

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 4-3a

9.17.24

Before **A-1**

After **A-2**

Vantage Point A

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 4-3b

9.17.24

Before **B-1**

After **B-2**

Vantage Point B

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 4-3c

9.17.24

Before **C-1**

After **C-2**

Vantage Point C

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 4-3d

Potential Impacts of the Proposed Project

This section analyzes potential impacts to the existing visual and community character as a result of the Proposed Project. This section also describes and visually demonstrates the changes to views into the Project Site from the vantage points discussed above.

Visual and Community Character of the Project Site

As detailed in Chapter 1, "Project Description," the Proposed Project would transform the visual character of the Project Site from primarily four large surface parking areas to a four-story laboratory building with surface parking and landscaping. The Proposed Project would include landscaped areas and landforms such as berms, which provide visual buffers around the proposed building and parking lot and integrate the Proposed Project with the surrounding campus landscape.

As described in Chapter 1, "Project Description," the proposed building would be sited on the eastern portion of the Project Site, with parking to the west. The Proposed Project building would feature a "hub and spoke" plan with a centralized hub containing an atrium, vertical circulation, and spaces for collaboration. Two spokes would extend from the hub and would contain four stories of laboratories, associated office space, and other support programs, plus a full mechanical floor. The building is expected to be clad with a mix of glass and metal paneling.

It is expected that landscaping including trees, shrubs, and ornamental plantings as well as landforms such as berms would be used in the Proposed Project's design. The landscaping would buffer hardscape areas on the Project Site, such as the driveway and parking lot. The area around the laboratory building is expected to be landscaped with small trees, shrubs, perennials and ornamental grasses, plantings and berms. As currently envisioned, the perimeter of the 'front' westward facing two-thirds of the Project Site would have a pedestrian-height picket fence that would demarcate the property line of the Proposed Project, and the 'back' eastward facing one-third of the Project Site would have the same style perimeter fence but at anti-scale security height. Landscaping around the Project Site is intended to blend the Proposed Project into the surrounding Harriman Campus landscape.

As in the existing condition, the Proposed Project would incorporate lighting along the Project Site's driveways, parking areas, and certain walking paths. Distribution patterns would minimize light spillover onto adjacent properties to the maximum extent practicable. In addition, all fixtures would utilize LED lighting to reduce energy usage and maintenance costs.

Views of the Project Site and Proposed Building from Vantage Points

This section describes the potential changes in views from the vantage points discussed above, of the Project Site and proposed building as a result of the Proposed Project, and evaluates the potential visual impacts of the Proposed Project using the thresholds established by the NYSDEC. The views of the Proposed Project are presented with "leaf-off" conditions to provide a conservative analysis in which the proposed building would be more visible to a viewer than during "leaf-on" conditions.

Vantage Point A: Intersection of Jermain Street and Washington Ave

At this vantage point, located near *S/NR listed* Lustron Houses of Jermain Street historic district, the upper floors of the Proposed Project's laboratory building would be visible, as well as elements of the landscaping and lighting. The existing and proposed vegetation would act as a visual buffer between this vantage point and the Project Site. The views towards the Project Site would be consistent with similar views to Harriman Campus from this neighborhood, which include surface parking, distant structures, lighting, and landscaping and vegetation (see **Figure 4-3b**

[Photo A-2]). The Proposed Project would not result in significant adverse visual impacts in views from this vantage point.

Vantage Point B: View Across Route 85 from Rosemont Park

From this vantage point, looking northwest towards the Project Site from Rosemont Park, much of the east façade of the Proposed Project building would be prominently visible, as would portions of the surrounding landscaping and surface parking. The Proposed Project's height, bulk, and façade materials would be consistent with the existing buildings on the Harriman Campus (see **Figure 4-3c [Photo B-2]**). However, other buildings on the Harriman Campus are already visible from this point and the Proposed Project would not substantively change the overall nature of the views to the Project Site or reduce the public's enjoyment of Rosemont Park. Additionally, the Proposed Project's landscaping would incorporate berms, trees, and vegetation in order to act as a visual buffer between the Project Site and the surrounding areas. The Proposed Project would not result in significant adverse visual impacts in views from this vantage point.

Vantage Point C: From NYS Records Building on Campus Access Road

From Vantage Point C, the front façade and main entrance to the Proposed Project would be visible, along with the proposed surface parking lot and associated landscaping. The Proposed Project's height, bulk, and façade materials would be consistent with existing buildings on the Harriman Campus (see **Figure 4-3d [Photo C-2]**). The Proposed Project's overall site plan, with a mix of landscaping, surface parking, and new building would also be consistent with the overall character and layout of the Harriman Campus. Additionally, the Proposed Project's landscaping would complement the surrounding campus and provide a visual buffer in views from this vantage point. As in existing conditions, views with the Proposed Project would consist of parking, landscaping, and distant structures on the campus. The Proposed Project would not result in significant adverse visual impacts in views from this vantage point.

Community Character

With respect to community character, the Proposed Project's laboratory use and surface parking would be consistent with the office buildings and parking uses of the Harriman Campus as a whole. The Proposed Project's four-story laboratory building would also be consistent with the height, density, and form of other buildings on the Harriman Campus. The Proposed Project would not interfere with the public's enjoyment of parks or other community assets in the City.

Additionally, as discussed in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Project would be compatible with the mix of residential, transportation, and commercial uses located in the area beyond the Harriman Campus, which have existed alongside the Harriman Campus for approximately 70 years. The Proposed Project would also be separated from surrounding residential neighborhoods in the study area by the remainder of the Harriman Campus and New York State Route 85.

Mitigation Measures

The Proposed Project would activate a vacant and underutilized site with a new laboratory building and surface parking lot. As such, the Proposed Project would result in a change to the visual character of the Project Site. However, as described above, the Proposed Project's bulk, massing, and overall site plan would be consistent with the visual character of the Harriman Campus and would not result in significant adverse visual impacts. Changes in the visibility of the Project Site as a result of the Proposed Project would not be significant, owing to the distance

to the Project Site from the vantage points, existing and proposed landscaping, and the context in which the proposed building would be sited. Therefore, no mitigation measures are required.

CHAPTER 5. SOCIOECONOMIC CONDITIONS

Introduction and Summary of Findings

This chapter assesses the Proposed Project's potential impacts on socioeconomic conditions. The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirect changes any of these elements. Such changes can be positive but may also have adverse effects if it leads to the displacement of residents or businesses.

The Proposed Project would be constructed on an existing office campus and would centralize and consolidate the existing operations of the Wadsworth Center from the five separate facilities it currently occupies in the Capital Region. No significant adverse socioeconomic impacts are expected; therefore, no mitigation measures are proposed.

Study Area and Data Sources

The study area for socioeconomic conditions includes the following census block groups: Tract 4.03 Block Group 4 and Tract 3.02 Block Group 1 within the City of Albany, which most closely approximate a ¼-mile area surrounding the Project Site (see **Figure 5-1**). For this analysis, 2021 U.S. Census Longitudinal Employer-Household Dynamics (LEHD) data were used to estimate employment for the census block groups in the study area and the City of Albany as a whole.

Existing Conditions

This section describes the Wadsworth Center and the current demographic and workforce characteristics of the study area around the Project Site and the City of Albany as a whole. The socioeconomic activities attributable to the Project Site are also described.

Wadsworth Center

The Wadsworth Center is the public health laboratory for the State of New York. Since its origins in 1901, the Wadsworth Center has grown to become one of the nation's preeminent state public health laboratories, providing a broad range of highly technical and specialized diagnostic, surveillance, and research activities as well as laboratory certification and educational programs. Additional information on the Wadsworth Center is provided in Chapter 1, "Project Description."

The existing Wadsworth Center laboratories and facilities are located in five separate locations across the Capital Region, with a current total of approximately 800 personnel. The five existing facilities are:

(1) Griffin Laboratory, 5668 State Farm Road (NYS Route 155), Slingerlands;

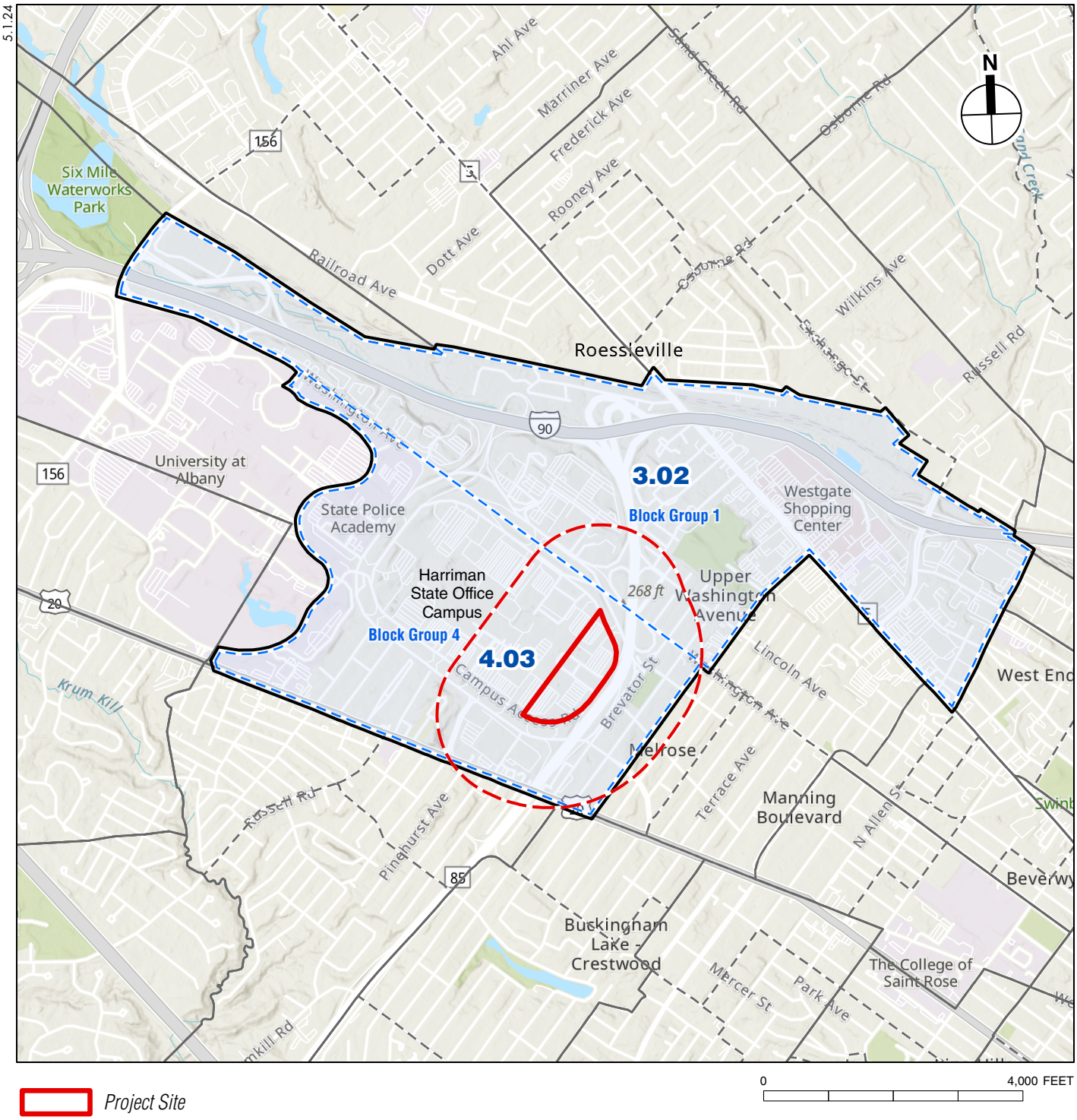
(2) Biggs Laboratory, Empire State Plaza, Corning Tower, Albany;

(3) David Axelrod Institute, 120 New Scotland Avenue, Albany;

(4) Life Sciences Innovation Building, 150 New Scotland Avenue, Albany; and

(5) Western Avenue Offices, Albany.

Four of the five existing facilities are located in the City of Albany. Therefore, a large portion of the activities of the Wadsworth Center are already represented in the demographic and workforce characteristics of the City of Albany.



Socioeconomic Study Area

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 5-1

Project Site

The Project Site is a vacant portion of the existing Harriman Campus, which includes 16 New York State Government office buildings in a campus-like setting. The Project Site is used partially for campus parking and contractors working on other portions of the Harriman Campus. There is no population, housing, and/or economic activity on the Project Site.

Study Area

As shown in **Table 5-1**, based on data from 2021, there were an estimated 12,125 employees in the study area. These employees represented approximately 9.7 percent of the employment in the City of Albany. Within the study area, the Public Administration sector accounted for the largest share of total employment (37.5 percent), followed by the Finance and Insurance sector (16.1 percent) and the Health Care and Social Assistance sector (12.4 percent). The share of employees in the study area who work in the Public Administration sector is about equal to the share of workers in this sector in the City of Albany overall. The study area has a higher concentration of retail workers (10.5 percent) compared with the City of Albany overall (3.6 percent), indicating a cluster of these types of workers exist in the study area. Finance and insurance is also more prevalent in the study area (16.1 percent) compared with the City of Albany (5.7 percent).

Potential Impacts of the Proposed Project

This section describes the population and estimates other demographic characteristics that are expected to occur as a result of the Proposed Project. The changes in economic activity attributable to the Project Site as a result of development under the Proposed Project are estimated.

As described in Chapter 1, “Project Description,” the New York State Department of Health (“NYSDOH”) proposes to redevelop the Project Site with a new, four-story (plus mechanical floor) state-of-the-art laboratory building with an accessory surface parking lot and landscaping. The Proposed Project would centralize and consolidate the existing operations of the Wadsworth Center that are currently located in five separate facilities located in the Capital Region.

The Proposed Project would not directly displace any residences, businesses, or institutions from the Project Site. Furthermore, the Proposed Project would not have the potential to result in indirect displacement of business or institutional uses. Indirect displacement can occur when a project alters one or more of the underlying forces that shape socioeconomic conditions in an area, such as through the introduction of a substantial new use that is markedly different from existing uses. The Proposed Project would be located on an existing office campus containing state government offices, and therefore the proposed use would not be markedly different from existing uses such that there would be potential for indirect displacement of businesses or institutional uses.

Table 5-1
Estimated Employees in the Study Area and City of Albany

Type of Job by NAICS Category	Study Area		City of Albany	
	Employees	Percent	Employees	Percent
Agriculture, Forestry, Fishing and Hunting	0	0.0%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	0	0.0%
Utilities	0	0.0%	64	0.1%
Construction	264	2.2%	2,814	2.2%
Manufacturing	24	0.2%	1,658	1.3%
Wholesale Trade	92	0.8%	2,314	1.8%
Retail Trade	1,270	10.5%	4,527	3.6%
Transportation and Warehousing	565	4.7%	2,279	1.8%
Information	269	2.2%	1,427	1.1%
Finance and Insurance	1,954	16.1%	7,179	5.7%
Real Estate and Rental and Leasing	45	0.4%	930	0.7%
Professional, Scientific, and Technical Services	102	0.8%	7,294	5.8%
Management of Companies and Enterprises	361	3.0%	1,991	1.6%
Administration & Support, Waste Management and Remediation	307	2.5%	4,413	3.5%
Educational Services	363	3.0%	12,329	9.8%
Health Care and Social Assistance	1,501	12.4%	22,739	18.1%
Arts, Entertainment, and Recreation	84	0.7%	368	0.3%
Accommodation and Food Services	251	2.1%	3,147	2.5%
Other Services (excluding Public Administration)	126	1.0%	2,823	2.2%
Public Administration	4,547	37.5%	47,210	37.6%
Total	**12,125**	**100%**	**125,506**	**100%**

Source: *U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2021), last accessed April 15, 2024 at https://onthemap.ces.census.gov/.*

The Proposed Project would result in approximately 900 new employees on the Project Site. As the new workers would be relocated from other existing campuses in and around the City of Albany, it is not expected that the Proposed Project would result in workers moving to the area; therefore, there would not be potential for an influx of new workers or housing shortages as a result of the Proposed Project.

The Proposed Project would increase the study area's employment by approximately 7.4 percent. While the Proposed Project would increase employment on the Project Site and in the study area, overall employment in and around the City of Albany would not materially change. The area immediately surrounding the existing office campus contains well established land use patterns and, as such, it is expected that the existing area businesses would be able to absorb any incremental demand for retail services from workers in the area.

This assessment finds that the Proposed Project would not result in significant adverse socioeconomic impacts. The Proposed Project would not introduce new economic activities to the study area, as the study area already has a well-established medical and institutional presence. The Public Administration sector accounts for 37.5 percent of the study area's employment, and the Health Care and Social Assistance sector accounts for 12.4 percent. Therefore, the public health laboratory resulting from the Proposed Project would not constitute new economic activities in the study area that could substantively alter existing economic patterns; rather, the Proposed Project would strengthen the existing cluster of medical, research, and other institutional uses in the City of Albany.

Mitigation Measures

As there are no significant adverse impacts expected to result from the Proposed Project, there are no proposed mitigation measures with respect to socioeconomic conditions.

CHAPTER 6. ENVIRONMENTAL JUSTICE

Introduction and Summary of Findings

This chapter presents an analysis of the potential effects of the Proposed Project on minority and low-income populations and disadvantaged communities (collectively, environmental justice populations). The analysis identifies the presence of minority and low-income populations and disadvantaged communities, analyzes the potential impacts of the Proposed Project and any disproportionate impacts on environmental justice populations, and identifies measures proposed to mitigate disproportionate impacts from the Proposed Project, if required.

This analysis finds that the Proposed Project would not result in disproportionate impacts on environmental justice populations, including disadvantaged communities.

Methodology

The analysis follows the guidance and methodologies in the New York State Department of Environmental Conservation's ("NYSDEC") Commissioner Policy 29 ("CP-29"), "Environmental Justice and Permitting" (March 19, 2003). CP-29 sets forth guidelines for evaluation of adverse environmental impacts on minority or low-income populations. Following NYSDEC guidance, the environmental justice analysis consisted of the following steps:

- Define a study area to include all census block groups substantially within the area where any potential significant adverse impacts resulting from the Proposed Project could occur.
- Determine whether minority or low-income populations are present in the study area. Following NYSDEC's methodology for identifying significant minority and low-income populations within the study area, the most recent and available U.S. Census Bureau's demographic data was acquired such as race, ethnicity, and poverty status for each census block group in the environmental justice study area. In addition, data was compiled for the City of Albany as a whole, to allow for a comparison of study area characteristics with a larger reference area.
- Summarize the Proposed Project's potential adverse impacts on minority and low-income populations including any proposed mitigation measures.

To comply with Executive Order 22 and pursuant to the New York State *Climate Leadership and Community Protection Act ("CLCPA")* and the Laws of New York (2022) ECL § 8-0113(2)(b)[1], this analysis also considers the direct or indirect impacts of the Proposed Project on any "disadvantaged communities" (as defined in ECL § 75-0101(5) and Executive Order 22), including whether the Proposed Project may cause or increase a disproportionate pollution burden on those communities. In particular, *CLCPA* Section 7(3) requires state agencies to consider impacts to disadvantaged communities in agency administrative decisions and provides that agency administrative decisions shall not disproportionately burden disadvantaged communities. NYSDEC has issued guidance for its permit application processes in which the assessment of disproportionate burdens is limited to emissions of greenhouse gases and other co-pollutants.[2] This assessment takes a broader view, considering both emissions of greenhouse gases and other co-pollutants as well as other issues analyzed in this EIS. The U.S.

[1] Effective December 30, 2024.
[2] NYSDEC DEP 24-1 Permitting and Disadvantaged Communities Under the Climate Leadership and Community Protection Act. https://dec.ny.gov/sites/default/files/2024-05/prgrmpolicy24dash1.pdf

Environmental Protection Agency's ("EPA") EJScreen was reviewed to characterize the existing adverse pollution burden for any environmental justice community identified in the study area, along with a review of the State's disadvantaged communities and associated burdens. Any potential disproportionate adverse impact from the Proposed Project is identified and addressed.

The analysis also includes a summary of the Proposed Project's public participation process, including outreach to disadvantaged communities, as well as any offsetting benefits.

Study Area and Data Sources

The environmental justice study area includes all census block groups within or partially within the area where any potential significant adverse impacts resulting from the Proposed Project could occur (generally defined as a ½ mile from the Project Site). For this analysis, data on race and ethnicity and poverty level were gathered for each block group in the study area and for the City of Albany as a whole, from the U.S. Census Bureau's *2018-2022 American Community Survey 5-Year Estimates*. Disadvantaged communities were identified based on New York State's Final Disadvantaged Communities ("DAC") 2023 Map.[3] NYSDEC's ArcGIS Webmap of Potential Environmental Justice Areas ("PEJAs"), as designated in 2020 updates, was also reviewed to identify any PEJAs (minority and low-income populations).

Existing Conditions

Minority and Low-Income Populations

The environmental justice study area includes nine census block groups as shown in **Table 6-1** and **Figure 6-1**. PEJAs were initially identified based on a review of NYSDEC's ArcGIS Webmap of PEJAs, as designated in 2020 updates. The latest census data was then reviewed to confirm these PEJAs. Based on the latest census data, the Project Site is located approximately ½-mile from PEJAs (see **Figure 6-1**). **Table 6-1** details the race, ethnicity, and poverty characteristics for those block groups that were determined to be in the study area, as well as for the study area as a whole and the City of Albany, for comparison. Two block groups—CT 4.03, BG1 and CT 4.03, BG2—meet the thresholds for PEJAs as their poverty levels exceed 22.82 percent.[4] These low-income communities are located along the eastern edge of the study area. All block groups have a lower total minority percent than 52.42 percent, which is an additional indicator of a PEJA. Both identified block groups are at the eastern boundary of the study area. When compared with the City of Albany, the study area has a lower poverty rate and about half the percentage of minority residents.

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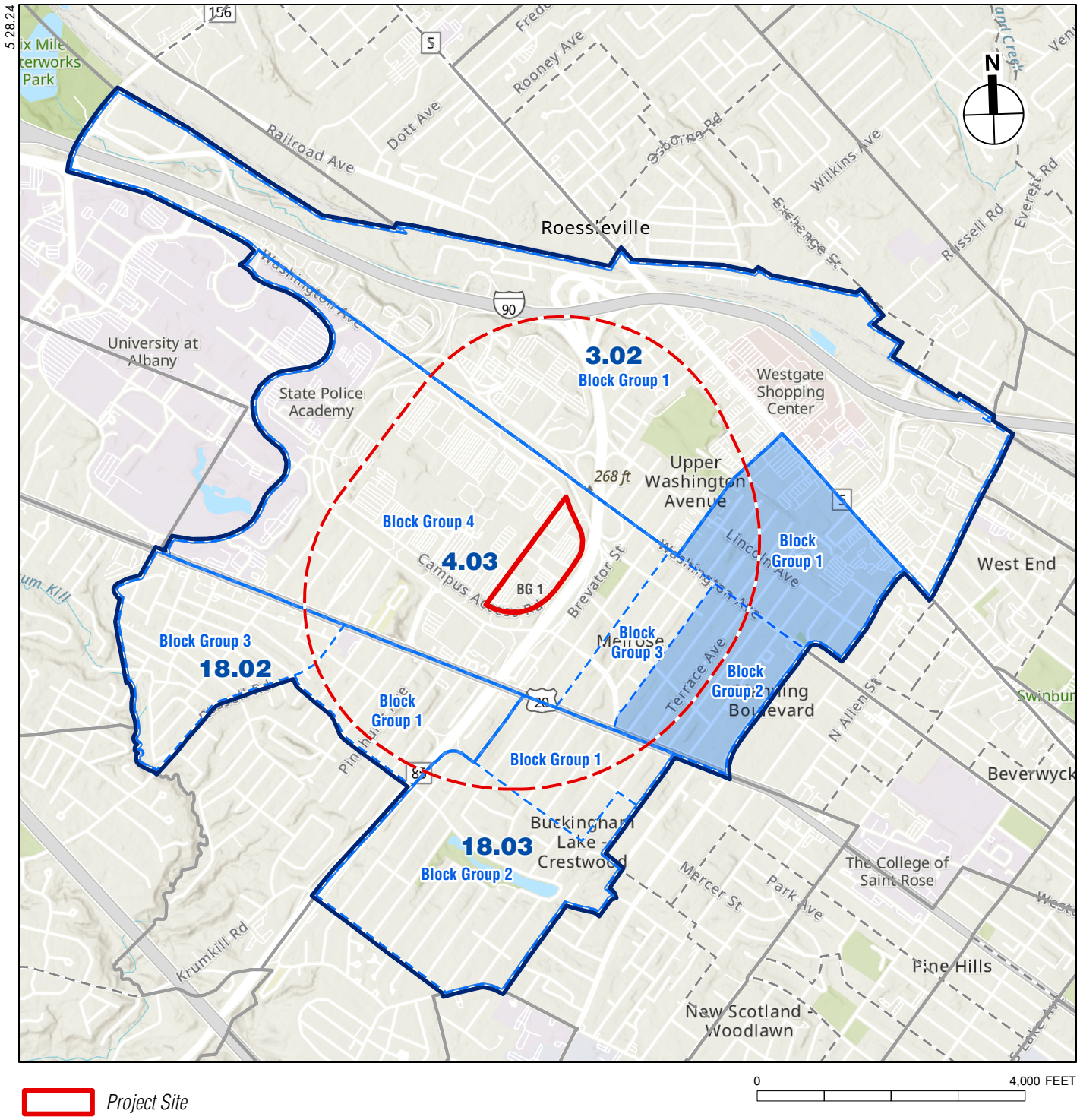
[3] New York State, data.ny.gov, Final Disadvantaged Communities (DAC) 2023 Map, https://data.ny.gov/Energy-Environment/Final-Disadvantaged-Communities-DAC-2023-Map/6mn4-5vvz, last accessed April 26, 2024.

[4] Following NYSDEC guidance, PEJAs were identified for any block group in the ACS that had populations that met or exceeded:

1. At least 52.42% of the population reported themselves to be members of minority groups; or
2. At least 22.82% of the population had household incomes below the federal poverty level.



Environmental Justice Study Area

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 6-1

Table 6-1
Potential Environmental Justice Areas in Study Area

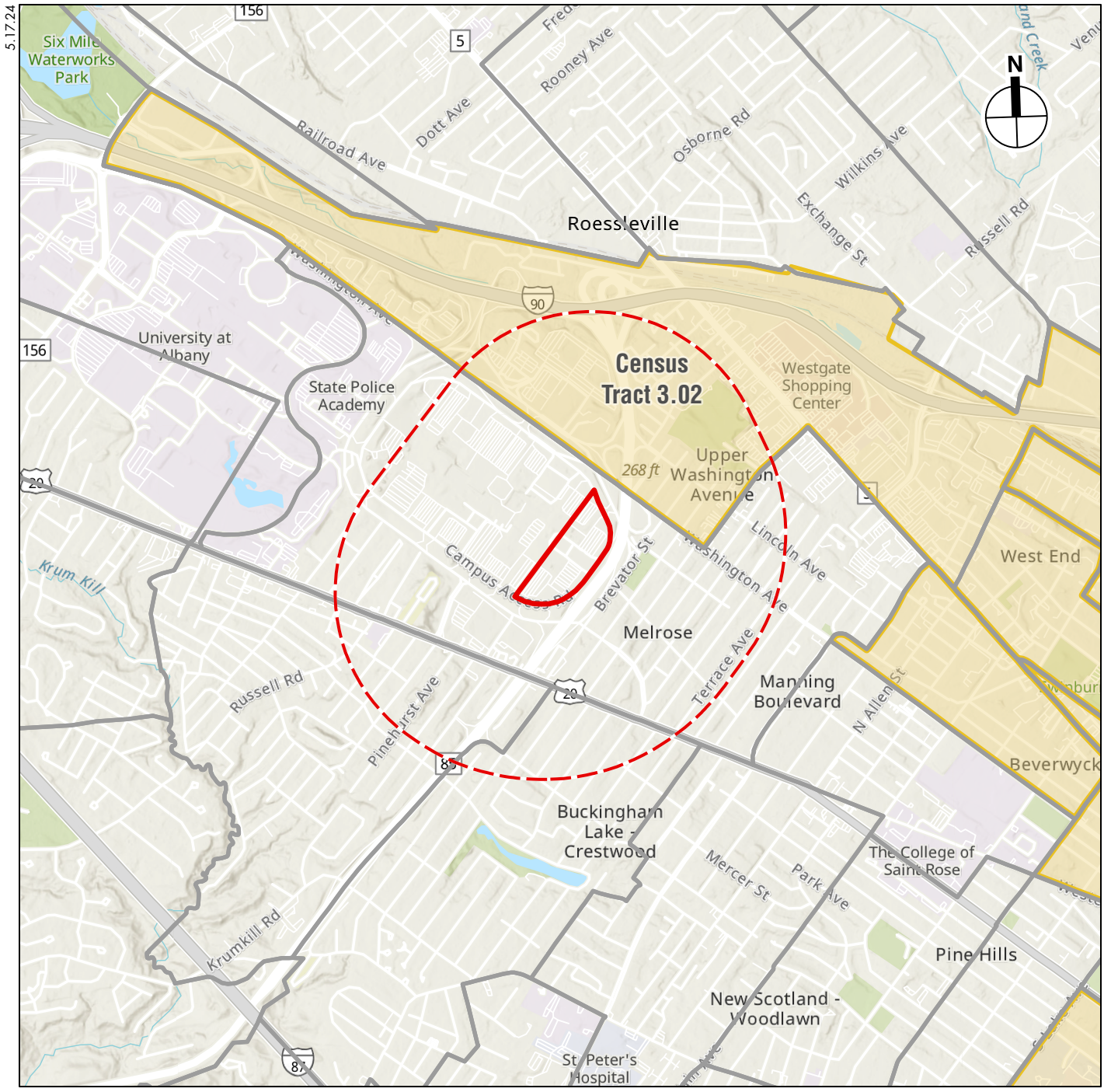
Census Tract (CT) and Block Group (BG)	White		Black		Asian		Other		Hispanic		Total Minority	Population Living Below Poverty Level
	#	%	#	%	#	%	#	%	#	%	%	(%)
CT 3.02 BG 1	1,273	82.02	76	4.90	52	3.35	45	2.90	106	6.83	17.98	14.76
CT 4.03, BG 1	413	53.57	263	34.11	52	6.74	0	0.00	43	5.58	46.43	**23.35**
CT 4.03, BG 2	1,202	69.20	171	9.84	202	11.63	81	4.66	81	4.66	30.80	**26.25**
CT 4.03, BG 3	740	73.05	36	3.55	122	12.04	98	9.67	17	1.68	26.95	4.54
CT 4.03, BG 4	647	78.23	132	15.96	35	4.23	0	0.00	13	1.57	21.77	5.93
CT 18.02 BG 1	603	74.91	116	14.41	59	7.33	27	3.35	0	0.00	25.09	13.54
CT 18.02 BG 3	1,546	75.78	363	17.79	22	1.08	86	4.22	23	1.13	24.22	16.67
CT 18.03 BG 1	953	93.07	30	2.93	0	0.00	36	3.52	5	0.49	6.93	8.98
CT 18.03 BG 2	1,323	78.52	55	3.26	156	9.26	115	6.82	36	2.14	21.48	1.25
Study Area	8,700	75.96	1,242	10.84	700	6.11	4880	4.26	324	2.83	24.04	13.29
City of Albany	50,469	50.62	26,199	26.28	7,117	7.14	6000	6.02	9,907	9.94	49.38	23.00

Source: U.S. Census Bureau, *2018–2022 American Community Survey (ACS) 5-Year Estimates;* NYSDEC Environmental Justice website, last accessed May 2, 2024.
Bold denotes PEJA.

Disadvantaged Communities

Although the Project Site is not located near a residential area, it is located within a half mile of a disadvantaged community as identified by New York State's Climate Justice Working Group (see **Figure 6-2**). This disadvantaged community is Census Tract 3.02, which is north of the Project Site and north of Washington Avenue. With the ½ mile study area, much of this census tract consists of medical office buildings, with the residential area separated from the Project Site by the multi-lane New York State ("NYS") Route 85 exit ramp. Several other disadvantaged communities are located farther from the Project Site to the east. **Table 6-2** details percentile scores for selected population characteristics and environmental burdens for the one disadvantaged community that was determined to be within the Proposed Project's environmental justice study area (generally ½ mile from the Project Site).[5] This community (Census Tract 3.02)ranks high for environmental burdens such as chemical accidents and truck traffic as well as population vulnerabilities such as high unemployment and poverty rates, which indicate populations that have been historically vulnerable to, or overburdened by, pollution. Percentiles are compared to all other census tracts across the state. While Census Tract 3.02 Block Group 1 falls within the potential environmental justice areas study area, Census Tracts 3.02 extends east towards downtown Albany, including areas with different demographics compared to Block Group 1.

[5] Population vulnerabilities and environmental burdens with percentiles that exceed 80 percent are shown in the table.



Disadvantaged Communities

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 6-2

Table 6-2
Disadvantaged Communities in Study Area

Population Vulnerabilities and Environmental Burdens	CT 3.02 Percentile Ranking
Combined Score[1]	88.07
Combined Score Excluding New York City	94.75
Truck Traffic	89.01
Housing Vacancy Rate	89.21
Regulated Management Plan Sites (potential chemical accident)	93.24
Unemployment Rate	95.31
Low Birth Weight	89.57
Emergency Department Visits for Asthma	87.39
Population that is Black or African American	84.08
Population with income less than Federal Poverty Level	80.51
Gross Rent as Percent of Income	80.17
Population with a Disability	81.46
Single Parent Households	93.77
Emergency room visits for Chronic obstructive pulmonary disease	80.07

Source: New York State Final Disadvantaged Communities (DAC) 2023, New York State Energy Research and Development Authority.

Notes:

[1] The Combined Score is the sum of the Burden Score and the Vulnerability Score. The Burden Score is the weighted average of the scores from potential pollution exposes, redlining, and potential climate change risks. The Vulnerability Score is the weighted average of the scores from income, education, and employment, race, ethnicity, and language, health outcomes and sensitivities, and housing, energy, and communications.

[2] Combined score excluding all tracts in New York City. Census tracts in New York City face unique burdens as compared to the rest of the state and are generally ranked as more disadvantaged. Removing these tracts creates a more useful comparison between tracts in the study area and tracts in other areas of the state.

EJScreen

EJScreen was reviewed to characterize the existing adverse pollution burden for the identified environmental justice populations in the study area. The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen environmental justice indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. EPA suggests that the 80th percentile may be used as an initial starting point for screening for the need for further analysis.[6] Census Tracts 3.02 and 4.03 generally have Environmental Justice Index and Supplemental Index rankings below the 80th percentile for most pollutants compared to other tracts in the state. However, the EJ and Supplemental Indexes for Tract 4.03 are above the 80th percentile for "Risk Management Plan ("RMP") Facility proximity," which measures how close people might live to an active facility with a required Risk Management Plan (potential chemical accident management plan). Tract 3.02 is above the 80th percentile for RMP Facility proximity in the EJ Index and for RMP Facility and Superfund proximity in the Supplemental Index. EJScreen also includes layers for the identification of Disadvantaged Communities, which look similar to the NYS DAC Map shown in **Figure 6-2**. According to the EPA IRA Disadvantaged Communities Layer, Tract 4.03 Block 1, which was identified as a low-income community, is also a disadvantaged community. This community is also located north of Washington Avenue and east of the NYS Route 85 exit ramp.

[6] EPA, *How to Interpret EJScreen Data*, last accessed July 22, 2024 from www.epa.gov

Potential Impacts of the Proposed Project

This section assesses the Proposed Project's potential for disproportionate burdens on environmental justice populations, including disadvantaged communities. The assessment considers the environmental analyses provided in this EIS, and also weighs the impacts identified by those analyses against the benefits that would result from the Proposed Project in assessing whether it would cause a disproportionate burden on the affected communities.

Summary of Potential Adverse Impacts on Environmental Justice Populations

As detailed in the other chapters of this EIS, the Proposed Project would not result in significant adverse impacts to land use, zoning, and public policy; stormwater management; visual and community character; socioeconomic conditions; community facilities; infrastructure and utilities; traffic and transportation; air quality and climate change; noise; hazardous materials; or construction. Furthermore, based on the analyses presented in this EIS, the Proposed Project would not substantially add to the environmental burdens identified in Table 6-2 above. Based on the air quality analysis, the Proposed Project would not result in a violation of the National Ambient Air Quality Standards ("NAAQS") and would be consistent with the greenhouse gas ("GHG") emission reduction goals of the *CLCPA*. The Proposed Project would not result in a substantial degradation of levels of service at nearby intersections, nor would it introduce substantial new long-term truck traffic to the area. The Proposed Project would comply with all applicable laws and regulations and implement standard construction and laboratory management practices related to hazardous materials, and therefore would not result in hazardous materials impacts to the public or the surrounding community.

As is typical with any construction project, there would be temporary disruption to the surrounding areas during the construction of the Proposed Project. A detailed Construction Management Plan ("CMP") would be prepared for the Proposed Project, which would establish construction management protocols and measures to minimize potential adverse impacts from construction. The nearest identified Disadvantaged Community is located approximately 325 feet to the north of the Project Site along Washington Avenue, and the nearest residence within this Disadvantaged Community is approximately 600 feet from the Project Site. There are no identified Disadvantaged Communities within 1,000 feet to the east, west, or south of the Project Site. In addition, there are two low-income communities within a half mile of the Project Site to the east. At these distances, and with the CMP in place, construction of the Proposed Project would not result in potential adverse impacts to these environmental justice populations.

The following section assesses whether the Proposed Project would impose a disproportionate burden on a minority or low-income populations or disadvantaged community.

Analysis of Potential for Disproportionate Impacts on Environmental Justice Populations

The Proposed Project would consolidate laboratory operations of the Wadsworth Center from the current five locations into a new state-of-the-art laboratory that would provide many benefits, including improved preparedness for future public health emergencies; enhancements to meet emerging public health threats; improved efficiencies in public health testing; the ability to attract and retain world-class scientists; improved competitiveness for research funding; reduced costs of operations, maintenance, training, and security; increased personnel efficiency; and enhanced life sciences initiatives in the Capital Region. The Proposed Project would reactivate the underutilized Project Site with new uses that would be consistent with the nearby uses in the Harriman Campus. As discussed above, the Proposed Project would not result in any significant adverse impacts on environmental justice populations.

In general, the Proposed Project would benefit, rather than burden the communities surrounding the Project Site. It would replace underutilized land area with modern, energy efficient development that would provide much-needed modern laboratory space and further the State's public health goals to the benefit of all the State's residents. When considering the overall effects of the Proposed Project, the benefits would far outweigh any impacts. Therefore, the Proposed Project would not result in any disproportionate impacts on affected minority or low-income populations or disadvantaged communities.

Summary of Public Participation Process

The Proposed Project's environmental review process includes public participation as required under the *State Environmental Quality Review Act ("SEQRA")* and its implementing regulations (6 *N.Y.C.R.R.* Part 617). DASNY is the designated Lead Agency for the *SEQRA* process and held. a public scoping meeting on March 26, 2024. This DEIS has been prepared in accordance with the environmental analysis described in the Final Scoping Document issued by DASNY on May 22, 2024. Following the issuance of this DEIS, DASNY plans to conduct a public hearing for the purpose of receiving comments; details may be found in the Notice of Completion accompanying this document.

Mitigation Measures

As the Proposed Project would not result in any disproportionate impacts on environmental justice populations, including disadvantaged communities, no mitigation measures are required.

CHAPTER 7. COMMUNITY FACILITIES

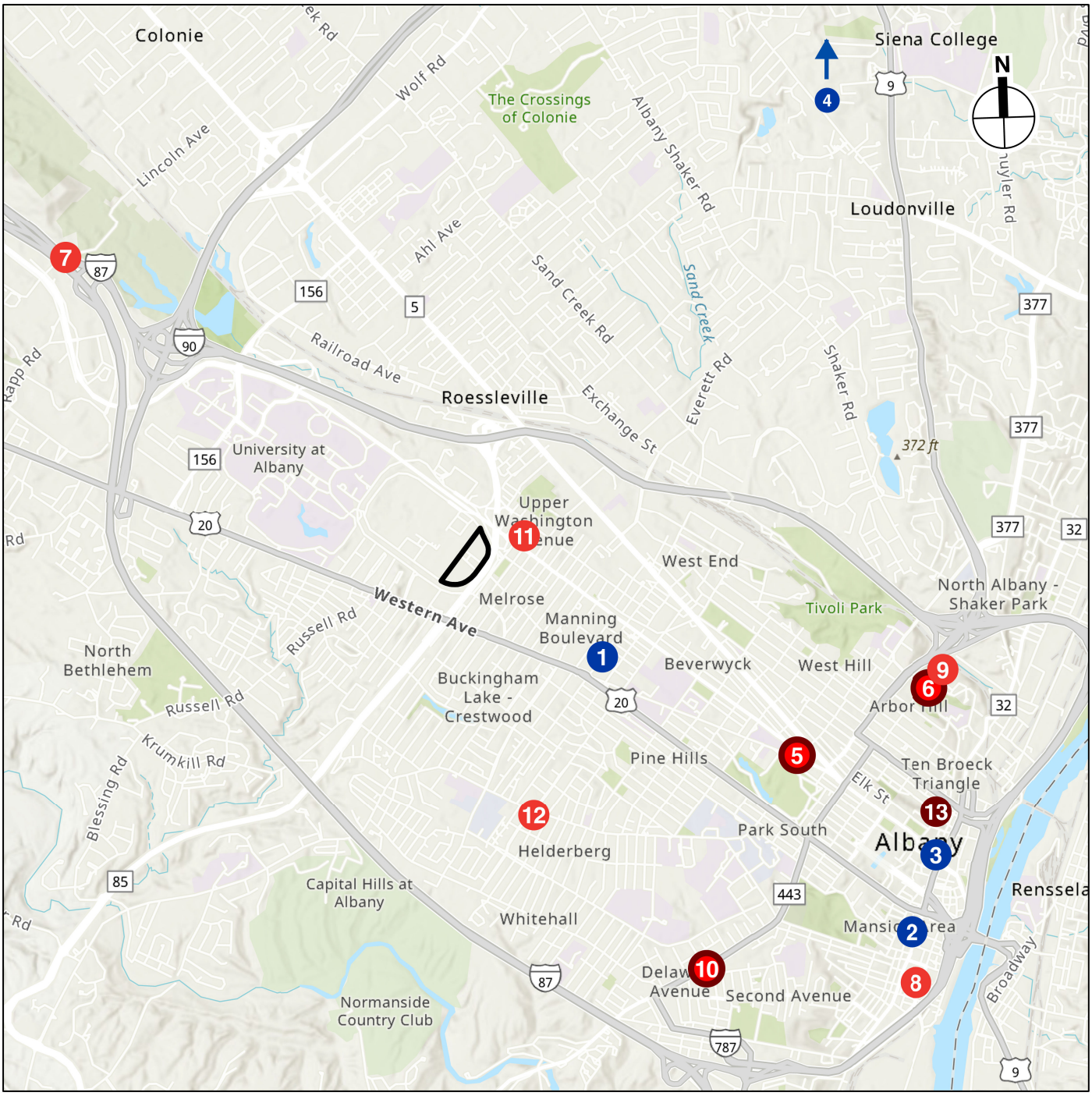
Introduction and Summary of Findings

This chapter assesses the potential impacts of the Proposed Project on community facilities including public safety providers (i.e., police protection services, fire protection services, emergency medical services ["EMS"]) and solid waste and recycling services. The assessment describes existing conditions for the current service providers in terms of manpower, equipment, and facilities, and evaluates the potential impacts of the Proposed Project.

As discussed below, the Proposed Project would not result in significant adverse impacts to public safety providers or solid waste and recycling services. The Proposed Project would consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities around the Capital Region. The Proposed Project may result in an increase in demand for public safety services on the Project Site. This increase would likely be offset by a reduction in demand at the existing Wadsworth Center locations that would be vacated. The Proposed Project would also include security and fire protection measures in the project's design. With respect to solid waste and recycling service, the Proposed Project would not place new demands on the City of Albany's solid waste services because the New York State Department of Health ("DOH") would contract with permitted private haulers to handle the Proposed Project's waste streams as it currently does for existing operations.

Existing Conditions

The following section describes existing conditions for police services, fire protection services, EMS, and solid waste and recycling services. The locations of existing community service providers that serve the Project Site are shown in **Figure 7-1** and **Table 7-1**. Information regarding existing and proposed conditions was obtained through the provider websites.



Community Facilities

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 7-1

Table 7-1
Public Safety Service Providers

Number	Community Service	Address
Police Facilities		
1	Albany Police Department, Central Station	536 Western Avenue, Albany, NY
2	Albany Police Department, South Station	126 Arch Street, Albany, NY
3	Albany County Sherriff's Office	16 Eagle Street, Albany, NY
4	NYS Police Troop G	760 Troy Schenectady Road, Latham, NY
Fire Protection Services		
5	Albany Fire Department, Midtown Firehouse	324 Washington Avenue, Albany, NY
6	Albany Fire Department, Arbor Hill Firehouse	700 N Manning Boulevard, Albany, NY
7	Albany Fire Department, Pine Bush Firehouse	223 Washington Avenue Ext., Albany, NY
8	Albany Fire Department, South End Firehouse	289 South Pearl Street, Albany, NY
9	Albany Fire Department, West Hill Firehouse	700 North Manning Boulevard, Albany, NY
10	Albany Fire Department, Delaware Firehouse	356 Delaware Avenue, Albany, NY
11	Albany Fire Department, Brevator Firehouse	130 Brevator Street, Albany, NY
12	Albany Fire Department, New Scotland Firehouse	441 New Scotland Ave, Albany, NY
EMS Facilities		
13	Albany County Sherriff's Office Emergency Medical Services Unit	16 Eagle Street, Albany, NY
5*	Albany Fire Department, Rescue 1	324 Washington Avenue, Albany, NY
6*	Albany Fire Department, Rescue 2	700 N Manning Boulevard, Albany, NY
10*	Albany Fire Department, Rescue 9	356 Delaware Avenue, Albany, NY

Note: * These EMS providers are located at existing firehouses.
Sources:
https://www.albanycounty.com/government/county-sheriff/emergency-medical-services-unit, https://albanyny.gov/281/Firehouses; https://www.albanyny.gov/Facilities; https://www.albanycounty.com/government/departments/county-sheriff; https://troopers.ny.gov/location/troop-g

Police

The Project Site is primarily served by the City of Albany Police Department ("APD") and the Albany County Sheriff's office. The New York State ("NYS") Police provide additional police coverage as needed.

City of Albany Police Department

A letter was emailed to the City of Albany Police Department on May 7, 2024 requesting information regarding the services they provide at the Project Site and to the City of Albany, and a follow up email was sent on June 13, 2024 (see **Appendix D**). There has been no response at this time, and information was collected using the APD's website.

The APD operates out of two stations: Central Station at 536 Western Avenue and South Station at 126 Arch Street. The nearest station to the Project Site is the Central Station, which is approximately one mile to the south-east from the Project Site. According to its website, APD has 5 Divisions: (1) Administration and Support Services; (2) Criminal Investigations; (3) Patrol; (4) Special Operations; and (5) Neighborhood Engagement Unit. The APD employs a staff of over 400 employees including sworn and non-sworn personnel. The sworn personnel includes the Chief of Police, two (2) Deputy Chiefs of Police, five (5) Police Commanders, 17 Police Lieutenants, 34 Police Sergeants, 218 full time police officers, 13 police officer recruits, and one police cadet.[1]

[1] https://www.citynet.albanyny.gov/Directory.aspx?did=45. Accessed 7/11/2024.

According to the US Census, the City of Albany population is estimated to be 99,692,[2] which equates to a police-to-resident service ratio of approximately 1 police (i.e., sworn personnel) per 343 residents. The Patrol Division responds to calls for service (emergency and non-emergency), including crimes in progress, domestic disturbances, medical issues, juvenile issues, and traffic control needs. Neighborhood Engagement Officers work collaboratively with Patrol Officers to build relationships with the community.[3] The department is organized into 14 Beats, which overlap the 19 patrol zones. The Project Site is located in Beat 12, which encompasses the entire Harriman Campus, and stretches northwest along Washington Avenue.[4]

Albany County Sheriff's Office

The Albany County Sheriff's Office is located at 16 Eagle Street in Albany, New York, approximately 7 miles east from the Project Site. The Albany County Sheriff's office currently has approximately 700 employees. According to the Albany County Sheriff's Office website, the agency provides a wide array of law enforcement services including Uniform Patrol, a Criminal Investigations Unit, a Fire Investigation Unit, a Scuba Unit, a Crime and Accident Investigation Unit, a Snowmobile Unit, Marine Patrol, an Emergency Response Team ("S.W.A.T.") Unit, a Hostage/Crisis Negotiation Team, an Emergency Management Unit, a Bicycle Patrol Unit, a K-9 Unit, a Traffic Safety Unit, a STOP DWI Unit, a Civil Unit, a Court Security and Inmate Transportation Unit, a Forensic Unit, an Emergency Medical Services Unit (Paramedics), a County Fire Coordinators Unit, a Domestic Violence and Special Victims Unit, and a Search and Rescue Unit. The Patrol Division responds to approximately 23,000 calls for service a year.

NYS Police Troop G

The NYS Police also provides police protection services in the vicinity of the Project Site. Specifically, the NYS Police patrol state highways, prepare for and respond to emergencies and disasters, and provide support to local law enforcement agencies, such as the APD. The NYS Police Troop G provides coverage for Albany, Fulton, Hamilton, Montgomery, Rensselaer, Saratoga, Schenectady, Schoharie, Warren, and Washington Counties. The NYS Police Troop G headquarters is located at 760 Troy Schenectady Road in Latham, New York, which is approximately 9 miles northwest of the Project Site. In addition to its headquarters, NYS Police Troop G operates 24 stations in four zones and is capable of drawing manpower from any of these stations in the event of an emergency. The nearest substation is a Zone 1 Station in Guilderland, NY, approximately 7 miles west of the Project Site. NYS Police Troop G responds to any complaint received regardless of jurisdiction and coordinates with local police forces as appropriate.

Fire Protection Services

A letter was emailed to the City of Albany Fire Department ("AFD") on May 7, 2024 requesting information regarding the services they provide at the Project Site and to the City of Albany, and a follow up email was sent on June 13, 2024 (see **Appendix D**). There has been no response at this time, and information was collected using the AFD's website.

The AFD comprises two battalions, eight engine companies, four ladder companies, and one heavy rescue company. AFD also has three paramedic companies, which provide EMS services as discussed below. AFD has 260 staff and operates out of eight firehouses, located throughout the City of Albany (see **Figure 7-1** and **Table 7-1**). The Brevator Firehouse, located at 130 Brevator Street, is located nearest to the Project Site, approximately 500 feet away. The

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[2] U.S. Census Bureau, 2018-2022 5-Year American Community Survey
[3] https://albanyny.gov/1910/Join-the-APD. Accessed 7/11/2024.
[4] https://www.albanyny.gov/1891/Neighborhood-Engagement-Unit-NEU. Accessed 7/11/2024.

Albany Fire Department is a career department with full time staffing, and currently responds to an average of approximately 520 calls per year. AFD is considered an "All Hazards" Fire Department, responding to medical hazardous material, technical, and maritime emergencies. The District owns and maintains eight engine trucks; four ladder trucks; three paramedic vehicles; one heavy rescue truck; one rescue boat; one hazardous materials unit; one foam unit; and two Battalion Chief vehicles.

Emergency Medical Services

Albany Fire Department Paramedic Companies

Emergency medical services are provided by the paramedic companies owned, operated, and maintained by the AFD, referred to as Rescue 1, Rescue 2, and Rescue 9. These companies are located at 324 Washington Avenue, 700 North Manning Boulevard, and 356 Delaware Avenue, respectively. The closest rescue company operates out of the Midtown Firehouse, located at 324 Washington Avenue, approximately 3.4 miles away from the Project Site to the east. Additional emergency medical services are provided as needed by the Albany County Sherriff's Office EMS Unit, operating out of 16 Eagle Street, Albany, NY.

Albany County Sheriff's Office Emergency Medical Services Unit

The Albany County Sheriff's Office EMS Unit provides a wide range of care for the citizens of Albany County. The paramedics and Emergency Medical Technicians ("EMTs") of the sheriff's office coordinate with local EMS units and fire departments to provide advanced and basic life support, first response, and ambulance transport. The EMS Unit staffs six (6) Paramedics and five (5) EMT's per shift and answer more than 6,000 calls annually.

Solid Waste and Recycling

In the City of Albany, solid waste collection and recycling is provided through the Department of General Services Waste Collection Program for residential dwellings with four or fewer units and by private haulers for all other property types. The Department of General Services also operates the Rapp Road Landfill, which is situated in approximately 255 acres of City owned property west of Rapp Road between the New York State Thruway to the south and the Conrail railroad tracks to the north. On average, the landfill accepts approximately 1,050 tons per day from City owned and operated garbage trucks, other municipally owned trucks, as well as private sector waste haulers.[5]

The Project Site is currently vacant and therefore generates a negligible amount of solid waste. The existing Wadsworth Center facilities, which are located at separate locations around the Capital Region, currently generate solid waste that is collected by private haulers.

Potential Impacts of the Proposed Project

Police

The Proposed Project would redevelop the Project Site, which could increase police service demands compared to existing conditions. However, the Project Site is within the W. Averell Harriman State Office Building Campus ("Harriman Campus"), and previously contained structures that were part of the campus and required police services. Furthermore, as discussed in Chapter 1, "Project Description," the Proposed Project would centralize and consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities in the Capital Region. Therefore, the Proposed Project would relocate employees and activities and

[5] http://www.albanylandfill.com. Accessed 7/11/2024.

the increase in police service demands at the Project Site may be offset by reductions in demand at the former Wadsworth Center facilities.

The Proposed Project would include a variety of security measures that reflect its role as the state's public health laboratory that, for some of its programs, handles, stores, and manages bio-hazardous materials, radioactive materials, and other chemicals. Based on the preliminary design, the security measures are expected to include an 82-foot setback from all facades of the building as a security zone; site perimeter protection including berms, fencing, gating, and guard booths; and a full site security system with video surveillance and controlled access. Additionally, the Proposed Project would include a Central Security Command Center, which would have access to the closed-circuit television located throughout the site, as well as direct access to local law enforcement and lab personnel. The Proposed Project's security program may be further refined as design progresses and the Risk Assessment team completes its review.

The City of Albany Police Department would continue to serve as the main police protection response to the Project Site, along with the rest of the Harriman Campus. Given the nature of the Proposed Project as a consolidation of existing facilities and the security measures that would be included in the Proposed Project, the Proposed Project would not impact the provision of police services and the APD is expected to be able to adequately serve the Proposed Project. Therefore, the Proposed Project would not result in significant adverse impacts on police protection services at the State, County, or City level.

Fire Protection Services

The Proposed Project would redevelop the Project Site, which could increase demand for fire protection services compared to existing conditions. However, as discussed above, the Proposed Project would consolidate facilities that already exist in the Capital Region and are already in the jurisdiction of the AFD. It is expected that any increase in fire protection demands on the Project Site may be offset by reductions in demand at the former Wadsworth Center facilities.

The Proposed Project would be designed in accordance with all applicable New York State Fire and Building Codes. Fire alarms, suppression systems, and sprinklers and standpipe systems would be provided throughout the Proposed Project. Additionally, all fire alarms would be equipped with a combination of strobes and annunciators which will be in accordance with National Fire Protection Association ("NFPA") and Americans with Disabilities Act ("ADA") Accessibility Guidelines. The Proposed Project would include a fire command center on-site for fire department operations in a location approved by the local fire department. The layout of the Project Site driveways and parking areas would accommodate firefighting equipment. Based on the preliminary design, driveways and drive aisles at the Project Site would be 24 feet in width and would be reviewed with the AFD for compliance.

The AFD would continue to serve as the main fire response to the Project Site, along with the rest of the Harriman campus. Given the nature of the Proposed Project as a consolidation of existing facilities and the fire protection measures that would be included in the Proposed Project, the Proposed Project would not impact the provision of fire protection services and the AFD is expected to be able to adequately serve the Proposed Project. Therefore, the Proposed Project would not result in significant adverse impacts on fire protection services.

Emergency Medical Services

The Proposed Project would not result in significant adverse impacts to EMS providers or services. The Proposed Project would consolidate employees and activities that are already within the service area for local EMS providers and would not generate substantial new demand for EMS services or impact the provision of EMS services.

Solid Waste and Recycling

The Proposed Project would not place new demands on the City of Albany solid waste services because NYSDOH would contract with permitted private haulers to handle the Proposed Project's waste streams. Specifically, NYSDOH would contract with a regulated medical waste hauler, a permitted hazardous waste hauler, recycling services, and a private general non-hazardous waste hauler. These types of private haulers service the existing Wadsworth Center facilities, and it is expected that they would be able to adequately serve the Proposed Project because it would be a consolidation of the existing facilities and would not result in a substantial increase in solid waste generation.

Loading and service access for waste haulers would be provided at the northeast portion of the Project Site with direct access to the loading docks. Waste would be stored in a designated area near the loading docks prior to collection.

The Proposed Project's laboratory operations would generate chemical, biological, and radioactive wastes. These wastes would be managed through a centralized system under the direction of the facility's Environmental Health and Safety Officer, and the handling, management, and disposal of these wastes would comply with applicable laws and regulations. In particular, separate waste holding spaces and autoclaves[6] would be located near the loading docks for proper storage and disposal of biological, chemical, radiological, and other regulated wastes. For more information, please refer to Chapter 12, "Hazardous Materials."

Overall, the Proposed Project would not result in significant adverse impacts to solid waste and recycling services.

Mitigation Measures

It is anticipated that police services, fire protection services, EMS, and solid waste services would be able to adequately serve the Proposed Project. The Proposed Project would not result in significant adverse impacts to public safety services or solid waste and recycling services and therefore no mitigation is required.

[6] An autoclave is a device that uses pressurized steam to sterilize laboratory equipment and decontaminate biohazardous waste.

CHAPTER 8. INFRASTRUCTURE AND UTILITIES

Introduction and Summary of Findings

This chapter describes existing infrastructure and utilities on and near the Project Site and assesses the potential impacts of the Proposed Project on the public water supply, sanitary wastewater infrastructure, and energy infrastructure (electric and natural gas). Potential impacts are based on the potential for the Proposed Project to adversely increase demand on water supply, wastewater, and energy infrastructure.

The Proposed Project would increase demand on the municipal water and sewer systems serving the Project Site as compared to existing conditions. The City of Albany's water supply system and wastewater treatment facilities have sufficient capacity to serve the Proposed Project. Additionally, based on preliminary engineering studies, the water supply and wastewater conveyance infrastructure near the Project Site is expected to be sufficient to accommodate the Proposed Project's demand. NYSDOH is continuing coordination with the City of Albany, Albany County, and the New York State Office of General Services ("OGS") to confirm the adequacy of the water supply and wastewater infrastructure that would serve the Proposed Project and would complete necessary improvements, if any, to meet the demands of the Proposed Project. The Proposed Project would not result in significant adverse impacts to water supply infrastructure or sanitary wastewater infrastructure.

The Proposed Project would increase the energy demand on the Project Site as compared to existing conditions. The Proposed Project would receive electrical power from an OGS substation, which OGS and project engineers have confirmed has sufficient capacity to meet the Proposed Project electric demand. Natural gas would be supplied to the Project Site by National Grid via a new connection to an existing gas main. The Proposed Project would not result in any significant adverse impacts to energy delivery or generation systems.

Water Supply

Existing Conditions

The City of Albany Department of Water and Water Supply (the "Water Department") supplies water to the Project Site. Two watershed reservoirs, the Alcove Reservoir and the Basic Creek Reservoir, provide the majority of the water supply. The primary water source is the Alcove Reservoir, which is located on the Hannacroix Creek in the Town of Coeymans, and has a storage capacity of 13.5 billion gallons, of which approximately 12.1 billion gallons are considered available for use. The Basic Creek Reservoir, located in the Town of Westerlo, provides over 700 million gallons of storage capacity, which may be used to augment flow into the Alcove Reservoir to maintain elevation. The Loudonville Reservoir, located in the Town of Colonie, functions as a staging area, storage, and backup supply with a capacity of 211 million gallons; the Loudonville Reservoir can provide approximately seven days of water supply to the City during an emergency or planned outage.

According to the City of Albany Water and Sewer System's *Five-Year Capital Improvement Program (2024-2028)* (the "*CIP*"), the safe-yield (i.e., long-term safe withdrawal) of the Alcove-Basic Reservoir System is estimated to be 30.5 million gallons per day ("MGD").[1]

[1] https://www.albanyny.gov/DocumentCenter/View/11040/Capital-Improvement-Plan-2024-2028

According to the Water Department's *2023 Annual Water Quality Report*,[2] the system did not experience any restriction of water usage due to lack of source water or any other reason, and the system has an adequate amount of water to meet present and future demands. In 2023, the City's average daily water production was 16.9 MGD, which indicates surplus capacity of approximately 13.6 MGD in the reservoir system.

From the Alcove Reservoir, water travels to the Feura Bush Water Filtration Plant via a 48-inch diameter cast iron pipe known as the Supply Conduit. The Feura Bush plant has a treatment capacity of 32 MGD with the average ranging from 19 to 20 MGD. The Feura Bush plant opened in 1932 and undergoes regular improvements and maintenance.

From the Feura Bush plant, domestic water travels via the Supply Conduit to the Loudonville Reservoir. The Supply Conduit feeds several large feeder mains (16 to 30 inches in diameter) and the City's distribution system. The distribution system consists of 376 miles of pipe, much of it unlined cast iron installed before 1930; since 1973, new pipes have been made of cement-lined ductile iron. To maintain performance, water mains are regularly replaced and upgraded to ductile iron pipe. According to the *CIP*, the carrying capacity of the Supply Conduit is estimated at 30 MGD, and its condition has been assessed as adequate.

The Harriman Campus and Project Site are supplied water from the City of Albany's high-pressure zone along Upper Washington Avenue through a 1.1-million-gallon ("MG") elevated tank located on the southern portion of the Campus near Western Avenue, adjacent to Eagle Hill Cemetery. An OGS owned and operated Campus booster pump station along State Campus Road is the primary source for domestic and fire protection water for both the Harriman Campus and the University of Albany ("UA"). The Campus pump station distributes water via a 16-inch ductile iron water main into the Campus water distribution system, which consists of approximately 31,000 linear feet of piping composed of cast iron, ductile iron, and high-density polyethylene ("HDPE") with diameters ranging from 3 to 16 inches. Originally installed between 50 to 70 years ago, the system has undergone recent updates, with around 47 percent of its piping replaced in the last seven years.[3] Most recently, upgrades to the OGS pump station were completed in May 2024.

While the overall system is estimated to be in fair condition, the physical state of the interior and exterior of the water main piping has not been field verified.

Based on 2022 water meter data, current demand on the Campus pump station is 630,167 gallons per day ("GPD").[4] Current demand from the Project Site, if any, is negligible, as the site is vacant.

The Campus and Project Site are served by numerous fire hydrants. From the 20-inch water main at Washington Avenue, a 16-inch transmission water main runs roughly along the Project Site's western boundary, with three connecting 6-inch water mains that run eastward into the Project Site. Along this portion of the 16-inch main, there are four City-owned fire hydrants. Within the interior of the Project Site, there are five hydrants located on the 6-inch mains.

As described in the *CIP*, all major elements of the City's water system have been assessed to be in adequate condition, and the water quality consistently complied with regulatory standards.

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[2] https://www.albanyny.gov/DocumentCenter/View/10853/Albanys-Annual-Water-Quality-Report-2023

[3] "Table 3-1 Existing Water Main Pipe Summary." *Harriman State Office Campus Water Distribution System Master Plan (NYSOSG Project No. SE341)*, Draft Report, MJ Engineering and Land Surveying, P.C., July 2023.

[4] "Table 4-1 2022 Total Water Usage Meter Data." *Harriman State Office Campus Water Distribution System Master Plan (NYSOSG Project No. SE341)*, Draft Report, MJ Engineering and Land Surveying, P.C., July 2023.

Potential Impacts of the Proposed Project

The Proposed Project would increase demand on the City water supply system as compared to existing conditions. The Proposed Project is anticipated to generate a total water demand of approximately 10 MG per year with an average of approximately 28,000 GPD and a peak of approximately 38,000 GPD. The increase in water demand generated by the Proposed Project would be offset in part by a decrease in demand because of the closing of existing Wadsworth laboratory facilities. Domestic water for the Project Site would serve the lavatories, shower facilities, kitchen and pantry, drinking fountains, laboratory sinks, and wall hydrants. Non-potable water required for mechanical equipment would also be supplied via a connection to the domestic water supply. The Proposed Project would also require water service for the proposed fire protection system. As discussed above, there is a surplus capacity of approximately 13.6 MGD in the City's reservoir system to accommodate the Proposed Project's water demand.

Based on preliminary design and engineering work, the Proposed Project is expected to connect to the 16-inch water main served by the Campus pump station and an existing 20-inch City of Albany water main in Brevator Street. The water supply piping to these two sources would connect through the Project Site, serving the Proposed Project and providing a benefit to the City of Albany's water supply system. Based on preliminary engineering studies, the water supply infrastructure in the vicinity of the Project Site is expected to have sufficient supply capacity for the Proposed Project's water demand. NYSDOH is continuing to coordinate with OGS and the City of Albany to confirm adequate supply capacity from each potential source. Fire flow hydrant field testing has been performed and confirmed adequate supply capacity for the Proposed Project. Fire pump capacity analysis would also be completed to confirm adequacy.

The Proposed Project incorporates water-conserving features into its design and operation to reduce water demand. These features include water-efficient landscaping, high-efficiency irrigation equipment, and water-conserving plumbing fixtures.

Overall, the Proposed Project would not result in significant adverse impacts to water supply.

Mitigation Measures

As discussed above, the City's water system has sufficient water supply capacity to meet the Proposed Project's anticipated water demand. The Proposed Project would not result in significant adverse impacts to water supply and no mitigation measures are required.

Sanitary Wastewater

Existing Conditions

Sanitary wastewater sewer service is provided to the Harriman Campus and the Project Site by the City of Albany municipal sanitary sewer system. The City of Albany sewer system is a "combined" sewer system, which collects stormwater runoff, domestic sewage, and industrial wastewater in the same pipe for delivery to the wastewater treatment facilities. The Water Department maintains the conveyance infrastructure that directs wastewater and stormwater to the two treatment facilities, the North Plant and South Plant, which are managed by the Albany County Water Purification District (the "ACWPD"). The North Plant, located in the Village of Menands, treats wastewater originating from a portion of the Cities of Albany, Cohoes, and Watervliet, parts of the Towns of Colonie and Guilderland and the Villages of Colonie, Menands and Green Island (which are known as the "ACWPD member communities"). The South Plant,

located in the Port of Albany, treats wastewater from approximately 90 percent of the City of Albany and the Port of Albany.

The Harriman Campus and Project Site are within the South Plant's service area, which has a permitted treatment capacity of 29 MGD. In 2022, the South Plant treated a daily average flow of 22.09 MGD, yielding a surplus capacity of 6.91 MGD.[5] Both treatment plants operate under State Pollutant Discharge Elimination System ("SPDES") permits issued by the NYS Department of Environmental Conservation ("NYSDEC"). The North and South treatment plants have been in operation since 1974. While the most recent ACWPD *Annual Report* (2022) found both plants were operating effectively, efficiently, and well below capacity, the plants require continuing maintenance and upgrades due to aging of the original equipment, which would occur in the future irrespective of the Proposed Project. The ACWPD *Capital Improvements Plan Engineering Report (June 2023)* analyzes the treatment plants' physical and performance conditions and identifies priority projects.

The existing Campus sanitary sewer system consists of gravity sewer pipes, ranging from 6 to 36 inches in diameter, along with small diameter sewer laterals with unconfirmed sizes and materials. The Campus system is approximately 60 to 70 years old, with most of the piping made of vitrified clay tile/pipe ("VCT/VCP") or polyvinyl chloride ("PVC"). Most of the PVC pipe has been installed since 2016. Field investigations and inspection videos indicate that the overall condition of the sanitary sewer collection system is in fair condition.

The Project Site is connected to the Campus wastewater conveyance network with two 8-inch pipes. In most of the Campus, including the Project Site, wastewater flows are directed to a recently constructed pump station owned and operated by the City of Albany located in the southern portion of the Campus between the inner and outer loops of the Campus Access Road.[6] The pump station directs the wastewater flows through a 14-inch force main to an outfall north of the Campus on Lyric Avenue. Current sanitary wastewater generation, if any, is negligible, as the Project site is vacant.

The majority of the City of Albany, including the Project Site, is within the Combined Sewer Overflow ("CSO") District. Sewer overflows occur when the combined sewer system, which carries both sanitary sewage and stormwater, becomes overloaded during heavy rainfall or snowmelt, leading to the discharge of untreated wastewater into the Hudson River and other water bodies. To reduce CSO events, the Albany CSO Pool Communities Corporation (an association among the Cities of Albany, Cohoes, Troy, Watervliet, and Rensselaer and the Village of Green Island) collaborates with the ACWPD on wastewater infrastructure improvements. The Corporation oversees the *Combined Sewer Overflow Long Term Control Plan (2011)* ("LTCP"), which is a 15-year plan to mitigate CSO events. In furtherance of this plan, new developments are required to incorporate stormwater and green infrastructure practices to ensure they contribute positively to the goals of the LTCP, helping to maintain and improve water quality standards in the region. Chapter 4, "Stormwater Management," provides an assessment of the

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[5] Albany County Water Purification District, Annual Report of the Board of Commissioners, 2022. Available: https://www.albanycounty.com/home/showpublisheddocument/43099/638251877449100000

[6] *Harriman State Office Campus Sanitary Sewer System Master Plan Update (NYSOGS Project SE341),* Draft Report, MJ Engineering and Land Surveying, P.C., July 2023.

potential impacts of the Proposed Project related to stormwater on the Project Site and describes the Proposed Project's anticipated stormwater management plan.

Potential Impacts of the Proposed Project

The Proposed Project would generate an average of approximately 26,000 GPD and a peak of approximately 37,000 GPD of sanitary wastewater from domestic water use and routine laboratory operations, including process water and equipment washdown water. This would represent an increase in wastewater flow from the Project Site as compared to existing conditions. However, the anticipated increased demand placed on the City's wastewater system by the Proposed Project would be offset in part by a decrease in demand resulting from closure of existing Wadsworth laboratory facilities.

A small portion of the Proposed Project's wastewater (approximately 50 GPD) would be from decontaminated liquid effluent biological waste.. The Proposed Project would include a batch-type alkaline effluent decontamination system ("EDS") to treat this waste before discharging to the sewer system. Sodium hydroxide ("NaOH") would be used for alkaline decontamination of effluent, and phosphoric acid would be used for pH neutralization of the alkaline treated liquid waste. Redundant pH sensors would be used for continuous monitoring to ensure proper treatment and neutralization prior to discharge into the sanitary sewer. Routine laboratory operations would also include the use of toxic and/or hazardous chemicals. The Wadsworth Center prohibits the disposal of these materials to sanitary sewer via sinks, drains, etc. in accordance with its Chemical Waste Management Program written procedures.

Based on preliminary engineering, wastewater from the Proposed Project would be conveyed via sanitary laterals from the proposed building to a new sewer main that would connect to the existing sewer main west of the Project Site along Campus Access Road. The existing sewer main would convey the sanitary wastewater to the City of Albany wastewater pump station in the southern portion of the campus. Based on preliminary engineering studies, the wastewater conveyance infrastructure in the vicinity of the Project Site is expected to have sufficient capacity to accommodate the Proposed Project's wastewater flows. NYSDOH is continuing to coordinate with the City of Albany regarding the capacity of the wastewater pump station and force main to accommodate the projected sanitary effluent flow.

Sanitary wastewater from the Project Site would be conveyed to the South Plant for treatment. As discussed above, the South Plant has surplus treatment capacity and could accommodate the Proposed Project's anticipated sanitary wastewater flows.

The Proposed Project would obtain the necessary permits and approvals from the City of Albany and Albany County to connect to the sanitary sewer system. Overall, the Proposed Project would not result in significant adverse impacts to sanitary wastewater infrastructure.

Mitigation Measures

The Applicant is coordinating with the City of Albany regarding the capacity of the wastewater pump station and force main to accommodate the projected sanitary effluent flow.

Prior to discharge into the sewer system, decontaminated liquid effluent biological waste from the Proposed Project would be treated using an EDS, as described above. Disposal of toxic and/or hazardous materials to sanitary sewer via sinks, drains, etc. would be prohibited by the Wadsworth Center's Chemical Waste Management Program procedures.

The Proposed Project would not result in significant adverse impacts to sanitary wastewater infrastructure, and no mitigation measures are required.

Energy Usage (Electricity and Gas)

Existing Conditions

Electricity and gas service are provided to the Project Site vicinity by National Grid. As the Project Site is currently vacant, existing energy demand is negligible. There is a nearby OGS-owned electrical substation located at Patroon Creek Boulevard with a capacity of 100 megavolt-amperes ("MVA"). Existing demand on the OGS substation from its service area is approximately 24 MVA. With respect to natural gas, there is an existing 6-inch diameter high pressure steel gas main located near the Project Site between the inner and outer ring roads of the Campus Access Road.

Potential Impacts of the Proposed Project

The Proposed Project would generate additional energy demand compared to existing conditions. The Proposed Project's anticipated electrical demand load during the cooling season (summer) would be approximately 12.7 MVA, and during heating season (winter) would be approximately 12.9 MVA. The anticipated natural gas demand for the Proposed Project is estimated to be approximately 250,000 cubic feet per hour ("CFH") based on the current design.

The Proposed Project would comply with the recently issued Executive Order 22 ("EO 22"), which requires State agencies to adopt a sustainability and decarbonization program that includes measures to reduce greenhouse gas ("GHG") emissions and energy usage and to incorporate green infrastructure and construction materials. To comply with EO 22, the Proposed Project's building systems are designed to operate with full electrification to the extent possible and reduce the use of carbon fossil fuels, which increases the electrical demand of the Proposed Project and reduces the natural gas demand. The Proposed Project would integrate sustainable building and mechanical equipment technologies to maximize energy efficiency and reduce GHG emissions. For more information, please refer to Chapter 10, "Air Quality and Climate Change."

The Proposed Project would receive electrical power from the OGS electrical substation at Patroon Creek Boulevard. OGS and project engineers have confirmed that the substation has sufficient capacity to meet the electricity needs of the Proposed Project with an anticipated maximum demand load of approximately 12.9 MVA.

Natural gas use would be limited to the process steam generators, the fuel source for the emergency generators, and very limited use for the heating and hot water boilers during the coldest days of the year. Natural gas would be supplied to the Proposed Project via a new domestic gas service line. NYSDOH is coordinating with National Grid to identify a point of connection with an existing natural gas main and to confirm satisfactory capacity to meet the Proposed Project's natural gas demand.

Overall, the Proposed Project would not result in any significant adverse impacts to energy delivery or generation systems.

Mitigation Measures

As it is anticipated that the Proposed Project would have no significant adverse impacts on energy delivery or generation systems, no mitigation measures are required.

CHAPTER 9. TRAFFIC AND TRANSPORTATION

Introduction and Summary of Findings

This chapter assesses the potential traffic and transportation impacts of the Proposed Project and its potential effects on the study area's vehicular safety and circulation, public transportation, parking, and pedestrian and bicycle conditions. The assessment of potential traffic impacts focuses on the "Traffic Study Area" comprised of key intersections and freeway elements that may be affected by vehicle trips associated with the Proposed Project (see **Figure 9-1**). The analysis describes existing conditions in the Traffic Study Area and compares future conditions in 2030 (the "Build Year") both without the Proposed Project and with the Proposed Project.

Traffic conditions were evaluated at 37 intersections for the Weekday AM and Weekday PM peak hours. In addition, traffic conditions were evaluated at 35 freeway elements (ramp merge or diverge areas and mainline sections). The analysis found that the study intersections and freeway elements generally operate at acceptable conditions under existing conditions. The Proposed Project would redevelop a vacant and underutilized site and would therefore introduce additional vehicle trips to the Project Site. The analysis found that the additional project-generated vehicle trips would not result in a significant degradation in intersection or ramp merge/diverge operations, and therefore would not result in significant adverse traffic impacts.

The public transportation system and pedestrian and bicycle network have the capacity and availability to accommodate non-automotive trips generated by the Proposed Project. Therefore, the Proposed Project would not result in significant adverse impacts to public transportation, pedestrian, or bicycle conditions.

Capacity Analysis Methodology

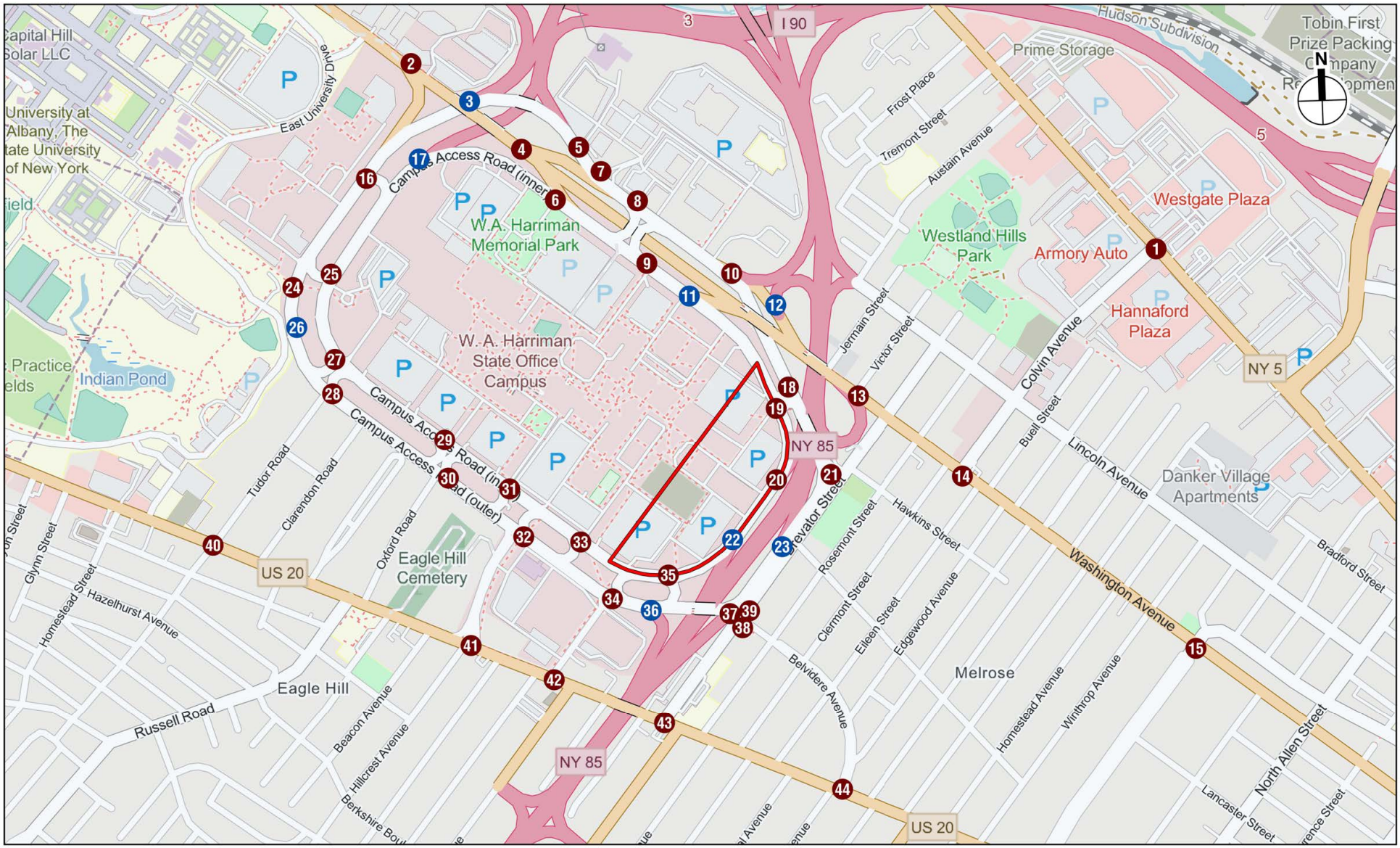
Signalized Intersections

The operation of signalized intersections was analyzed by applying the Percentile Delay Methodology included in the *Synchro 11* traffic signal software. The Percentile Delay Methodology calculates vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th, and 90th) and takes the volume weighted average of the scenarios as compared to the *Highway Capacity Manual 6th Edition* ("HCM6"),[1] which calculates delay for a single average scenario. The Percentile Delay Methodology was used in this analysis (versus HCM6) because it includes a queue delay component to account for the effects of queues and blocking on short links and turning bays. The methodology evaluates signalized intersections for average delay per vehicle and Level of Service ("LOS").

LOS is characterized for the entire intersection, each intersection approach, and/or each lane group. LOS is the only measure of effectiveness provided for the entire intersection operation. Total delay and volume-to-capacity ("v/c") ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following bullets describe the characteristics of each LOS.

[1] Transportation Research Board. 2016. *Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis*. Washington, DC: The National Academies Press. https://doi.org/10.17226/24798.

8.14.24



Project Site

Data Collection Location Only

Analysis Location

0 2,000 FEET

Preliminary Traffic Study Locations

Figure 9-1

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

- LOS A describes operation with a delay of 10 seconds per vehicle or less. This level is typically assigned progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- LOS B describes operation with delay between 10 and 20 seconds per vehicle. This level is typically assigned when the progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- LOS C describes operation with delay between 20 and 35 seconds per vehicle. This level is typically assigned when the volume-to-capacity ratio is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
- LOS D describes operation with delay between 35 and 55 seconds per vehicle. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
- LOS E describes operation with delay between 55 and 80 seconds per vehicle. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
- LOS F describes operation with delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 seconds per vehicle when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that an intersection is at capacity and experiences heavy congestion.

HCM's standard delay criteria for the range of service levels at signalized intersections are shown in **Table 9-1**.

Table 9-1
LOS Criteria for Signalized Intersections

Total Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	F
>35.0 and ≤ 55.0 seconds	D	F
>55.0 and ≤ 80.0 seconds	E	F
>80.0 seconds	F	F

Note: [1] For approach-based and intersection-wide assessments, LOS is defined solely by delay.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition*.

Unsignalized Intersections

LOS for a two-way stop-controlled ("TWSC") and all-way stop-controlled ("AWSC") intersections is determined by the computed or measured control delay using HCM6 methodology. LOS is determined for each minor-street movement (or shared movement), major-

street left turns at TWSC intersections, and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC intersections. HCM6's standard LOS criteria for TWSC and AWSC unsignalized intersections are summarized in **Table 9-2**.

Table 9-2
LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: [1] For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition*.

The LOS criteria for unsignalized intersections are somewhat different from the criteria used for signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches need to find a break in the traffic to cross a lane or make a turn. When drivers on the stop-controlled approach are waiting in a traffic queue, this results in additional delay incurred while waiting to enter the main roadway. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

Freeway Segments

Traffic analyses were performed using the *2024 Highway Capacity Software* ("HCS"). The results of the freeway analyses can be characterized by three performance measures: density expressed in terms of passenger cars per mile per lane ("pc/mi/ln"), space mean speed in miles per hour ("mi/h"), and the ratio of demand flow rate to capacity ("v/c"). Since speed is constant through a broad range of flows and the v/c ratio is not directly discernible to road users (except at capacity), the service measure for freeway segments is density (passenger cars/mile/lane). These methods focus on a single analysis period of interest, generally the peak 15 minutes within a peak hour.

The densities are qualitatively expressed in terms of six (6) LOS categories "A" through "F", where LOS "A" represents the best traffic flow condition with little or no delay, and LOS "F" describes the worst operating condition with extensive congestion and delays. In between, a LOS "C" represents a stable flow of good traffic operation and is normally used as the desirable design objective. The LOS "D" is generally considered to be a minimum acceptable traffic operating condition in urban areas for short time periods. The LOS "E" represents the theoretical capacity of the segment and is defined as the maximum flow volume that can reasonably be expected to pass a point or a uniform section of a lane or roadway under the prevailing roadway, travel demand, and traffic control conditions.

Basic freeway segments include all segments that are not merge, diverge, or weaving segments. **Table 9-3** shows the LOS criteria for basic freeway segments.

Table 9-3
LOS Criteria for Basic Freeway Segments

Level-of-Service (LOS)	Density (passenger cars/mile/lane)
A	≤ 11.0
B	>11.0 and ≤ 18
C	> 18 and ≤ 26
D	> 26 and ≤ 35
E	> 35 and ≤ 45
F	> 45 or volume/capacity >1.0
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition*.	

Freeway weaving segments are comprised of two or more traffic streams traveling in the same general direction that cross paths along a significant length of freeway without the aid of traffic control devices. Weaving segments are formed when a diverge segment closely follows a merge segment or when a one-lane off-ramp closely follows a one-lane on-ramp and the two are connected by a continuous auxiliary lane. **Table 9-4** shows the LOS criteria for freeway weaving segments.

Table 9-4
LOS Criteria for Freeway Weaving Segments

Level-of-Service (LOS)	Density (passenger cars/mile/lane)
A	0.0 through 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 28.0
D	> 28.0 and ≤ 35.0
E	> 35.0 and ≤ 43.0
F	> 43.0 or volume/capacity >1.0
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition*.	

Freeway merge and diverge segments are comprised of two or more traffic streams that combine to form a single traffic stream (merge) or a single traffic stream that divides to form two or more separate traffic streams (diverge). **Table 9-5** shows the LOS criteria for freeway merge and diverge segments.

Table 9-5
LOS Criteria for Freeway Merge and Diverge Segments

Level-of-Service (LOS)	Density (passenger cars/mile/lane)
A	≤ 10.0
B	>10.0 and ≤ 20
C	> 20 and ≤ 28
D	> 28 and ≤ 35
E	> 35
F	volume/capacity >1.0
Source: Transportation Research Board. *Highway Capacity Manual, 6th Edition*.	

Study Area and Data Collection

To assess potential traffic impacts associated with the Proposed Project, key intersections and freeway elements in the Traffic Study Area that might be affected by Project generated trips were identified.

As presented in **Figure 9-1**, 37 intersections were identified for traffic analysis. Turning Movement Counts ("TMCs") and Vehicle Classification Counts ("VCCs") were conducted at the analysis locations on a midweek weekday in April 2024 (while schools were in session) during the AM peak period of 7:00 AM – 9:00AM and the PM peak period of 4:00 PM – 6:00 PM. Seven additional locations had only counts performed to assist in establishing existing conditions traffic volumes, indicated by an asterisk on the list of locations below, but were not analyzed.

1. Central Avenue/Colvin Avenue
2. Washington Avenue/Campus Access Road/Washington Medical Arts Center Driveway
3. Campus Access Road/I-90 Off-Ramps*
4. Washington Avenue/Campus Access Road Westbound Ramp
5. Campus Access Road/Patroon Creek Boulevard West/Washington Avenue Westbound Ramp
6. Campus Access Road/Washington Avenue Eastbound Ramp
7. Campus Access Road/Patroon Creek Boulevard East
8. Campus Access Road Westbound/U-Turn near Lot N
9. Campus Access Road Eastbound/U-Turn near Lot N
10. Campus Access Road Eastbound/Route 85 Southbound Off-Ramp/Washington Avenue Ramp
11. Campus Access Road/Washington Avenue Eastbound Ramp*
12. Washington Avenue Ramp/Route 85 Southbound On-Ramp*
13. Washington Avenue/Route 85 Northbound On-Ramp/Victor Street
14. Washington Avenue/Colvin Avenue
15. Washington Avenue/Manning Boulevard
16. Campus Access Road Southbound/U-turn near Lot Y
17. Campus Access Road/I-90 On-Ramp split*
18. Campus Access Road Westbound/U-Turn near Lot P
19. Campus Access Road Eastbound/U-Turn near Lot P
20. Campus Access Road/Route 85 Southbound Ramp
21. Harriman Campus Outer Ring/Brevator Street Ramp
22. Campus Access Road/Route 85 Southbound On-Ramp*
23. Harriman Campus Outer Ring/Route 85 Northbound On-Ramp*
24. Campus Access Road/Justice Drive
25. Campus Access Road Northbound/U-Turn near ETEC*
26. Soc Ring Road[2]/Transit Stop merge
27. Campus Access Road Westbound/U-Turn near Lot H
28. Soc Ring Road Eastbound/U-Turn near Lot H
29. Campus Access Road Westbound/U-Turn near Lot F
30. Soc Ring Road Eastbound/U-Turn near Lot F
31. Campus Access Road Westbound/Harriman Campus Road/U-Turn

[2] The outer ring of Campus Access Road circles the campus and the inner Campus Ring Road in a counter-clockwise direction. A segment to the south of campus between Justice Drive and State Campus Road is also referred to as Soc Ring Road.

32. Soc Ring Road Eastbound/State Campus Road
33. Campus Access Road Westbound/U-Turn
34. Campus Access Road Eastbound/Campus Access Road
35. Campus Access Road Westbound/U-Turn near Lot C
36. Campus Access Road Eastbound/Route 85 Southbound On-Ramp*
37. Campus Access Road/Harriman Campus Out Ring
38. Belvidere Avenue/Route 85 Northbound Off-Ramp/Harriman Campus Outer Ring
39. Belvidere Avenue/Brevator Street
40. Western Avenue/Tudor Road/Magazine Street
41. Western Avenue/Hillcrest Avenue/State Campus Road
42. Western Avenue/Campus Access Road
43. Western Avenue/Brevator Street
44. Western Avenue/Belvidere Avenue/Holmes Dale

In addition to the intersections, there were 35 free segments (ramp merge, ramp diverge, weaving segments, and basic freeway segments) along I-90 and Route 85 were identified for traffic and safety analysis. Mainline and ramp traffic counts were collected at the locations listed below concurrently with the TMC and VCCs listed above to establish the freeway volumes.

1. I-90 Eastbound Off-Ramp at Exit 4
2. I-90 Westbound On-Ramp at Exit 4
3. I-90 Eastbound Off-Ramp at Exit 4 to Route 85
4. I-90 Westbound Off-Ramp at Exit 4
5. I-90 Eastbound On-Ramp at Exit 4
6. Route 85 Southbound Off-Ramp (to Daytona Avenue)
7. Route 85 Northbound Off-Ramp (to Lincoln Avenue)
8. Route 85 Southbound On-Ramp from Daytona Avenue

Automated Traffic Recorder (“ATR”) counts with vehicle classification were collected for three continuous midweek weekdays (i.e. Tuesday to Thursday) in April and May of 2024, overlapping with the data collection periods of the TMCs/VCCs of the intersection, mainline, and ramp locations listed above. The ATR locations are presented below:

1. Central Avenue east of Colvin Avenue
2. Washington Avenue between Brevator Street and Rosemont Street
3. Ring Road (Inner and Outer Ring Road) - northern segments
4. Ring Road (Inner and Outer Ring Road) – western segments
5. Ring Road (Inner and Outer Ring Road) – southern segments
6. Ring Road (Inner and Outer Ring Road) – eastern segments
7. Western Avenue between Pinehurst Avenue and Orlando Avenue

The traffic count data described above is provided in **Appendix E-1**.

Field inventories of roadway geometry were conducted and field traffic signal timing/phasing data was obtained to provide the appropriate inputs to the operational analyses.

Existing Conditions

Roadway Characteristics

The following is a brief description of the major roadways within the Traffic Study Area.

Interstate 90 ("I-90")

Interstate 90 traverses the Traffic Study Area in an east-west direction. I-90 is under the jurisdiction of New York State Department of Transportation ("NYSDOT"). It is classified by NYSDOT as a principal arterial. In the vicinity of the site, I-90 has four through lanes in the eastbound direction and three through lanes in the westbound direction. Additional acceleration and deceleration lanes at on- and off-ramps are also present at exits three and four which both provide access to and from the site. Two-way annual average daily traffic volumes along I-90 are approximately 67,000 vehicles per day ("vpd") within the Traffic Study Area. The roadway width including median along I-90 ranges from approximately 120 to 170 feet.

NYS Route 85

Route 85 is a New York State Route that traverses the Traffic Study Area in a north-south direction, terminating at the junction with I-90. It is under jurisdiction of NYSDOT and is classified as a major arterial by NYSDOT. It has two through lanes in each direction with acceleration and deceleration lanes at on- and off-ramps. Two-way annual average daily traffic volumes along Route 85 range are approximately 30,000 vpd within the Traffic Study Area. The roadway width along Route 85 ranges from approximately 80 to 110 feet.

Campus Access Road (Inner)

The inner ring of Campus Access Road circles the Harriman Campus in a clockwise direction. It is under the jurisdiction of the New York State Office of General Services ("OGS") and is classified as a minor arterial by NYSDOT. Campus Access Road has three lanes of through traffic and numerous driveways to access the interior of the campus. It also has 15 U-turn roads to and from the outer ring of Campus Access Road. Two-way annual average daily traffic volumes along Campus Access Road are approximately 5,000 vpd within the Traffic Study Area. The roadway width along Campus Access Road (inner) is approximately 36 feet.

Campus Access Road (Outer)/Harriman Campus Outer Ring/Soc Ring Road

The outer ring of Campus Access Road circles the campus and the inner Campus Ring Road in a counter-clockwise direction. One segment to the east of Route 85 is also referred to as Harriman Campus Outer Ring, and a segment to the south of campus between Justice Drive and State Campus Road is also referred to as Soc Ring Road. It is under the jurisdiction of OGS and is classified as a minor arterial by NYSDOT. Campus Access Road generally has three lanes of through traffic at most points with sections of one-, two-, and four-lane configurations in the vicinity of on- and off-ramps to and from I-90 and Route 85. Two-way annual average daily traffic volumes along Campus Access Road (outer) are approximately 6,000 vpd within the Traffic Study Area. The roadway width along Campus Access Road (outer) ranges from approximately 30 to 60 feet.

Washington Avenue

Washington Avenue traverses the Traffic Study Area in an east-west direction. Washington Avenue is under jurisdiction of the City of Albany and is classified as a principal arterial by NYSDOT. Washington Avenue generally provides two through lanes in each direction with left- and right-turn lanes at two intersections in the study area. Two-way annual average daily traffic volumes along Washington Avenue are approximately 17,000 vpd within the Traffic

Study Area. The roadway width along Washington Avenue ranges from approximately 60 to 70 feet.

US Route 20/Western Avenue

US Route 20 in the vicinity of the Traffic Study Area is known as Western Avenue. Western Avenue traverses the Traffic Study Area in an east-west direction. Western Avenue is under the jurisdiction of the City of Albany and is classified as a principal arterial by NYSDOT. Western Avenue provides two travel lanes in each direction in the vicinity of the Traffic Study Area. Two-way annual average daily traffic volumes along Western Avenue are approximately 18,000 vpd within the Traffic Study Area. The roadway width along Western Avenue is approximately 55 feet.

Brevator Street

Brevator Street traverses the Traffic Study Area in a north-south direction to the east of the site. Brevator Street is under jurisdiction of the City of Albany and is classified as a minor arterial by NYSDOT. Brevator Street provides two through lanes in each direction within the Traffic Study Area. Two-way annual average daily traffic volumes along Brevator Street are approximately 5,000 vpd within the Traffic Study Area. The roadway width along Brevator Street is approximately 55 feet.

Central Avenue/NYS Route 5

New York State Route 5 in the vicinity of the site is known as Central Avenue. Central Avenue traverses the Traffic Study Area in an east-west direction to the north of the site. Central Avenue is under jurisdiction of the City of Albany and is classified as a minor arterial by NYSDOT. Central Avenue provides two through lanes in each direction with left turn lanes at intersections and a two-way left turn lane between intersections. Two-way annual average daily traffic volumes along Central Avenue are approximately 22,000 vpd within the Traffic Study Area. The roadway width along Central Avenue is approximately 60 feet.

Colvin Avenue

Colvin Avenue traverses the Traffic Study Area in a north-south direction between Central Avenue and Washington Avenue. It is under the jurisdiction of the City of Albany and is classified as a minor arterial by NYSDOT. Colvin Avenue generally provides one through lane in each direction with left turn lanes at intersections and a two-way left turn lane between intersections. Two-way annual average daily traffic volumes along Colvin Avenue are approximately 10,000 vpd within the Traffic Study Area. The roadway width along Colvin Street is approximately 36 feet.

State Campus Road

State Campus Road traverses the Traffic Study Area in a north-south direction between Campus Access Road (outer) and Western Avenue. It is under the jurisdiction of the New York State Office of General Services and is classified as a minor arterial by NYSDOT. State Campus Road generally has two travel lanes in each direction and narrows to one lane in each direction near the intersection with Campus Access Road (outer). Two-way annual average daily traffic volumes along State Campus Road are approximately 3,000 vpd within the Traffic Study Area. The roadway width including median along State Campus Road is approximately 60 feet.

Level of Service Conditions

Based on a review of the traffic count data, the peak hours for the Traffic Study Area were determined to be as follows:

- Weekday AM: 7:30–8:30 AM

- Weekday PM: 4:00–5:00 PM

To provide for a conservative analysis, the individual peak hour volumes at each Study Area intersection were utilized to develop the baseline 2024 existing conditions traffic volumes.

Traffic volumes for the 2024 existing weekday AM and PM peak hours are presented in **Figures 9-2** and **9-3,** respectively.

Intersection Operations

Traffic operating conditions at each study area intersection were analyzed using the *Synchro 11* Percentile delay (for signalized intersections) and HCM6 (for unsignalized intersections) methodology, (see **Appendix E-2** for Synchro 11 outputs for all study area intersections) to compute delays, v/c ratios, and LOS as described in Section 9.2 above.

LOS D operations during peak hours are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. As shown in **Table 9-6**, a majority of the intersection lane groups/approaches analyzed were determined to be operating at LOS D or better under 2024 Existing Conditions during the peak hours with the following exceptions:

- Central Avenue and Colvin Avenue: Northbound left-turn operates at LOS E during the PM peak hour
- Washington Avenue and Campus Access Road/Washington Medical Arts Center: Southbound left-turn operates at LOS E during the AM and PM peak period
- Washington Avenue and Campus Access Road/Westbound On-Ramp to Washington Avenue: Southbound right-turn operates at LOS E during the PM peak period
- Campus Access Road Westbound and U-Turn near Lot N: Northbound left-turn operates at LOS E during the PM peak period
- Washington Avenue Westbound Ramp and Route 85 Southbound Off-ramp: Northbound left-turn operates at LOS E during the AM peak period

Table 9-6
Existing Conditions LOS Analysis
Intersection Weekday AM and Weekday PM

Approach		Weekday AM				Weekday PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
1. Central Avenue and Colvin Avenue (Signalized)									
Central Avenue	Eastbound	L	0.02	11.2	B	L	0.11	16.6	B
		TR	0.56	23.0	C	TR	0.89	44.6	D
	Westbound	L	0.28	12.4	B	L	0.69	37.7	D
		TR	0.26	12.9	B	TR	0.58	26.2	C
Colvin Avenue	Northbound	L	0.61	45.5	D	**L**	**0.83**	**57.0**	**E**
		TR	0.44	39.6	D	TR	0.79	53.1	D
	Southbound	L	0.23	40.0	D	L	0.36	35.6	D
		TR	0.24	42.4	D	TR	0.62	45.9	D
		Intersection		23.4	C	Intersection		39.8	D
2. Washington Avenue and Campus Access Road/Washington Medical Arts Driveway (Signalized)									
Washington Avenue	Eastbound	L	0.38	4.6	A	L	0.12	4.6	A
		T	0.23	2.6	A	T	0.29	4.6	A
		R	0.14	0.6	A	R	0.08	1.0	A
	Westbound	TR	0.36	7.3	A	TR	0.50	11.9	B
Washington Medical Arts Driveway	Southbound	**L**	**0.49**	**62.6**	**E**	**L**	**0.69**	**65.0**	**E**
		R	0.22	9.3	A	R	0.43	19.8	B
		Intersection		7.1	A	Intersection		13.1	B

9.17.24

Existing AM • Peak Hour Traffic Volumes

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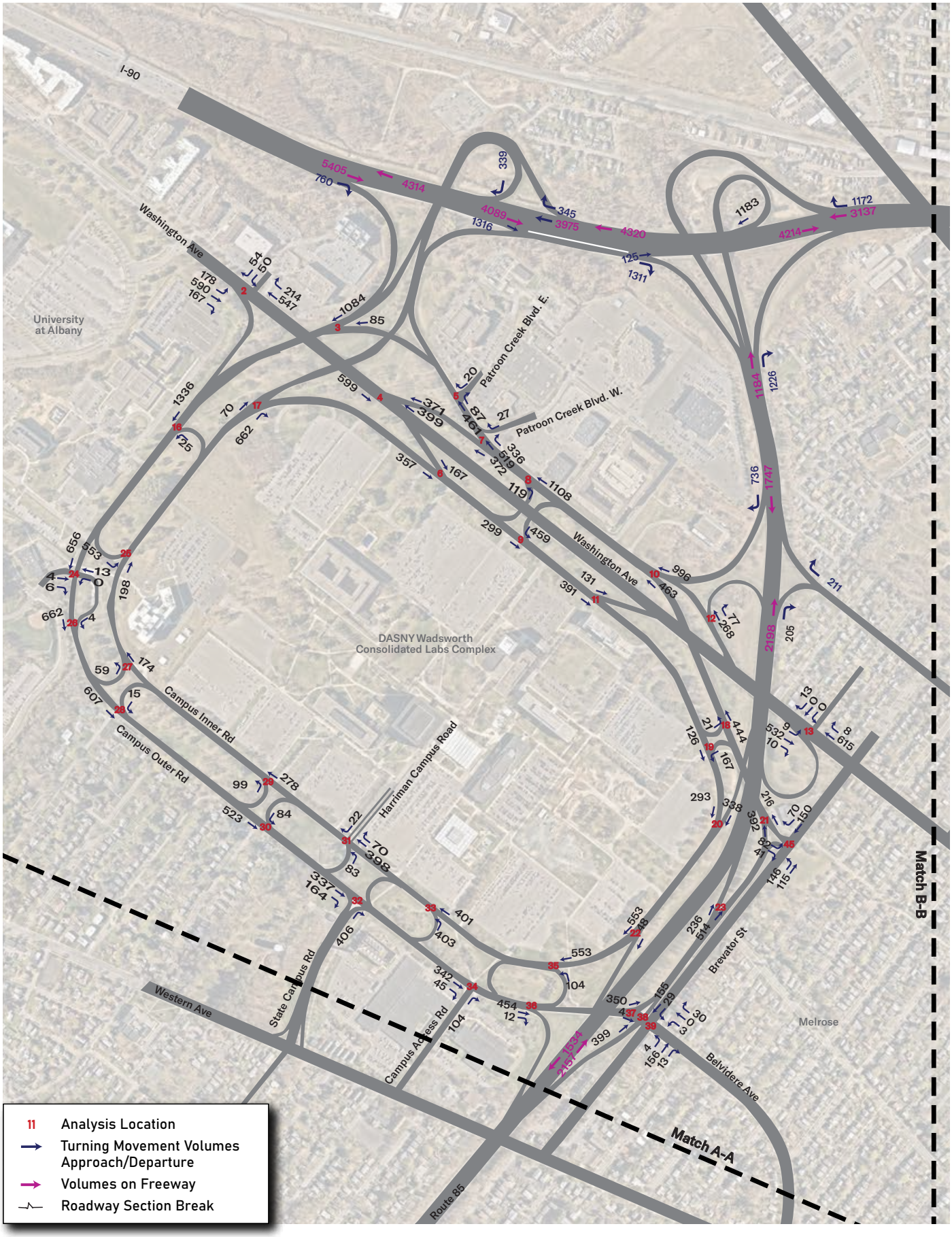
Figure 9-2a

9.17.24



Existing AM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-2b

9.17.24

Existing AM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-2c

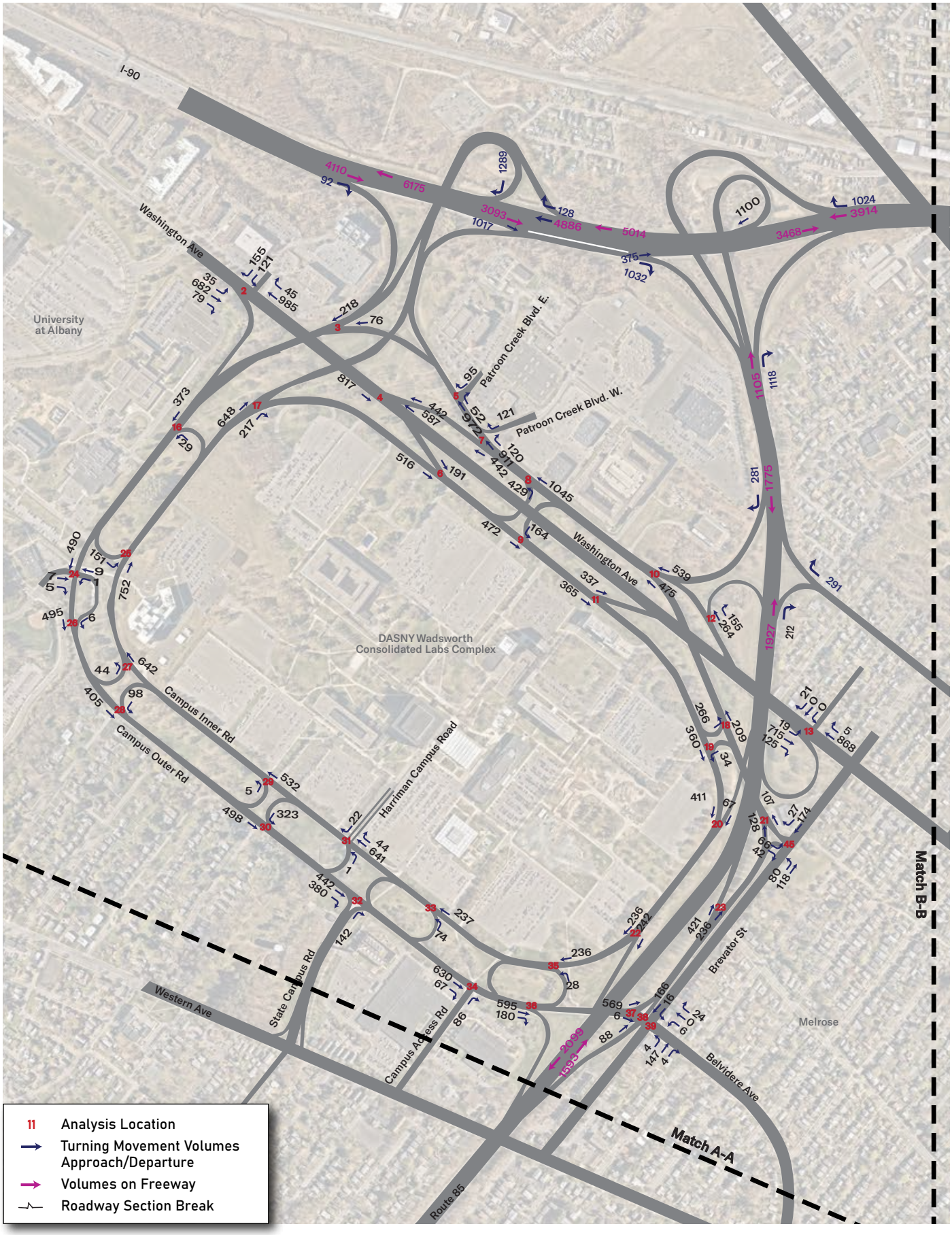
9.17.24

Existing PM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-3a

9.17.24



Existing PM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-3b

9.17.24

Existing PM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-3c

Table 9-6
Existing Conditions LOS Analysis
Intersection Weekday AM and Weekday PM

Approach		Weekday AM				Weekday PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
4. Washington Avenue and Campus Access Road WB On-Ramp to Washington Ave. (Unsignalized)									
Washington Avenue Ramp	Southbound	R	0.53	14.5	B	**R**	**0.89**	**37.8**	**E**
		Intersection		4.2	A	Intersection		10.4	B
5. Campus Access Road and Patroon Creek Blvd (West) (Unsignalized)									
Patroon Creek Blvd (West)	Southbound	R	0.04	9.5	A	R	0.18	11.6	B
		Intersection		0.4	A	Intersection		1.0	A
6. Campus Access Road and Washington Avenue EB Off-Ramp (Unsignalized)									
Washington Avenue EB Off-Ramp	Southbound	L	0.22	10.5	B	L	0.31	12.2	B
		Intersection		3.3	A	Intersection		2.7	A
7. Campus Access Road and Patroon Creek Blvd (East)/Ramp to Washington Avenue WB (Unsignalized)									
Patroon Creek Blvd (East)	Southbound	R	0.07	11.4	B	R	0.42	20.2	C
		Intersection		0.5	-	Intersection		1.9	-
8. Campus Access Road Westbound and U-Turn near Lot N (Unsignalized)									
U-Turn near Lot N	Northbound	L	0.19	11.8	B	L	0.94	45.7	E
		Intersection		1.1	A	Intersection		16.0	C
9. Campus Access Road Eastbound and U-Turn near Lot N (Unsignalized)									
U-Turn near Lot N	Southbound	L	0.63	15.8	C	L	0.28	11.7	B
		Intersection		9.9	A	Intersection		2.7	A
10. Campus Access Road Westbound and Route 85 Southbound Off-Ramp/Washington Avenue Ramp (Unsignalized)									
Washington Avenue Ramp	Northbound	**L**	**0.81**	**46.6**	**E**	L	0.41	13.8	B
		Intersection		12.5	B	Intersection		6.8	A
13. Washington Avenue and Route 85 NB Ramp/Victor Street (Unsignalized)									
Washington Avenue	Eastbound	LTR	0.01	9.4	A	LTR	0.03	10.1	B
Victor Street	Southbound	LR	0.03	10.8	B	LR	0.05	12.1	B
		Intersection		0.2	-	Intersection		0.4	-
14. Washington Avenue and Colvin Avenue (Signalized)									
Washington Avenue	Eastbound	LT	0.37	7.3	A	LT	0.59	12.7	B
	Westbound	TR	0.35	6.9	A	TR	0.51	10.6	B
Colvin Avenue	Southbound	L	0.47	29.6	C	L	0.65	30.6	C
		R	0.25	25.0	C	R	0.49	26.3	C
		Intersection		10.1	B	Intersection		15.3	B
15. Washington Avenue and Manning Boulevard (Signalized)									
Washington Avenue	Eastbound	L	0.13	9.3	A	L	0.21	10.2	B
		TR	0.47	14.5	B	TR	0.47	12.3	B
	Westbound	L	0.08	8.9	A	L	0.03	8.6	A
		TR	0.41	17.7	B	TR	0.65	22.5	C
Manning Boulvard	Northbound	L	0.52	20.2	C	L	0.63	25.4	C
		TR	0.25	20.7	C	TR	0.17	19.0	B
	Southbound	L	0.05	13.5	B	L	0.04	13.4	B
		T	0.38	29.3	C	T	0.53	32.9	C
		R	0.35	29.0	C	R	0.56	37.0	D
		Intersection		17.6	B	Intersection		20.1	C
16. Campus Access Road Southbound and U-turn near Lot Y (Unsignalized)									
U-Turn near Lot Y	Westbound	L	0.07	13.7	B	L	0.05	9.4	A
		Intersection		0.2	A	Intersection		1.0	A

Table 9-6
Existing Conditions LOS Analysis
Intersection Weekday AM and Weekday PM

Approach		Weekday AM				Weekday PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
18. Campus Access Road Northbound and U-Turn near Lot P (Unsignalized)									
U-Turn near Lot P	Eastbound	L	0.03	9.8	A	L	0.51	13.2	B
		Intersection		0.4	A	Intersection		8.1	A
19. Campus Access Road Southbound and U-Turn near Lot P (Unsignalized)									
U-Turn near Lot P	Westbound	L	0.20	9.7	A	L	0.06	9.6	A
		Intersection		5.2	A	Intersection		0.9	A
20. Campus Access Road Southbound and Route 85 Southbound Off-Ramp (Unsignalized)									
Route 85 Southbound Off-Ramp	Westbound	L	0.43	11.6	B	L	0.1	9.4	A
		Intersection		6.2	A	Intersection		1.4	A
21. Harriman Campus Outer Ring and Brevator Street (Unsignalized)									
Harriman Campus Outer Ring Connector Ramp	Eastbound	LR	0.51	25.7	D	LR	0.25	12.9	B
Brevator Street	Westbound	R	0.37	11.6	B	R	0.11	9.0	A
Harriman Campus Outer Ring	Northbound	L	0.18	8.4	A	L	0.07	7.8	A
		Intersection		4.7	A	Intersection		4.0	A
24. Campus Access Road and Justice Drive (Unsignalized)									
Justice Drive	Eastbound	TR	0.05	18.4	B	TR	0.11	26.6	C
	Westbound	LT	0.05	17.6	B	LT	0.07	25.4	C
Campus Access Road	Southbound	T	0.26	5.7	A	T	0.23	5.0	A
		Intersection		6.2	A	Intersection		5.9	A
25. Campus Access Road Northbound and U-Turn near ETEC (Unsignalized)									
U-Turn near Lot ETEC	Southbound	FREE MERGE							
26. Soc Ring Road and Transit Stop Merge (Unsignalized)									
Transit Stop Merge	Westbound	L	0.01	10.8	B	L	0.01	11.5	B
		Intersection		0.1	A	Intersection		0.1	A
27. Campus Access Road Westbound and U-Turn near Lot H (Unsignalized)									
U-Turn near Lot H	Northbound	L	0.12	9.5	A	L	0.16	13.4	B
		Intersection		9.9	A	Intersection		2.7	A
28. Soc Ring Road Eastbound and U-Turn near Lot H (Unsignalized)									
U-Turn near Lot H	Southbound	L	0.03	10.2	B	L	0.19	10.6	B
		Intersection		0.3	A	Intersection		2.3	A
29. Campus Access Road Westbound and U-Turn near Lot G (Unsignalized)									
U-Turn near Lot G	Northbound	L	0.16	9.8	A	L	0.01	10.1	B
		Intersection		3.1	A	Intersection		0.1	A
30. Soc Ring Road Eastbound and U-Turn near Lot F (Unsignalized)									
U-Turn near Lot F	Southbound	L	0.15	10.7	B	L	0.70	20.6	C
		Intersection		1.5	A	Intersection		8.8	A
31. Campus Access Road Westbound and U-Turn near Lot E/Harriman Campus Road (Unsignalized)									
U-Turn near Lot E	Northbound	L	0.12	10.4	B	L	0.01	11.0	B
Harriman Campus Road	Southbound	R	0.04	9.7	A	R	0.05	10.7	B
		Intersection		1.8	A	Intersection		0.4	A
32. Soc Ring Road Eastbound and State Campus Road/U-Turn near Lot E (Unsignalized)									
State Campus Road	Northbound	R	0.58	15.6	C	R	0.27	12.8	B
U-Turn near Lot E	Southbound	L	0.02	8.0	A	L	0.30	9.1	A
		Intersection		7.1	A	Intersection		2.0	A

Table 9-6
Existing Conditions LOS Analysis
Intersection Weekday AM and Weekday PM

Approach		Weekday AM				Weekday PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
33. Campus Access Road Westbound and U-Turn near Lot D (Unsignalized)									
U-Turn near Lot D	Northbound	L	0.56	14.9	B	L	0.10	9.8	A
		Intersection		7.3	A	Intersection		1.7	A
34. Campus Access Road Eastbound and Campus Access Road Northbound/U-Turn near Lot C (Unsignalized)									
Campus Access Road	Northbound	R	0.28	10.9	B	R	0.17	11.8	B
U-Turn near Lot C	Southbound	L	0.04	9.6	A	L	0.15	10.9	B
		Intersection		3.6	A	Intersection		1.1	A
35. Campus Access Road Westbound and U-Turn near Lot C (Unsignalized)									
U-Turn near Lot C	Northbound	L	0.15	10.4	B	L	0.10	9.1	A
		Intersection		1.7	A	Intersection		1.3	A
37. Campus Access Road EB/Harriman Campus Outer Ring and Belvidere Ave (Signalized)									
Campus Access Road EB	Eastbound	TR	0.35	14.8	B	TR	0.25	0.2	A
Belvidere Avenue	Northbound	L	0.02	16.2	B	L	0.03	4.5	A
		Intersection		14.9	B	Intersection		0.2	A
38. Route 85 NB Off-Ramp and Belvidere Avenue (Signalized)									
Belvidere Avenue	Eastbound	T	0.01	1.2	A	T	0.03	12.8	B
	Westbound	TR	0.02	31.0	C	TR	0.02	1.8	A
Route 85 NB Off-Ramp	Northbound	T	0.55	12.0	B	T	0.06	0.1	A
		Intersection		12.1	B	Intersection		1.0	A
39. Brevator Street and Belvidere Avenue (Signalized)									
Belvidere Avenue	Eastbound	R	0.01	0.0	A	R	0.01	0.2	A
	Westbound	L	0.01	12.3	B	L	0.01	13.0	B
		TR	0.04	0.1	A	TR	0.03	0.0	A
Brevator Street	Northbound	L	0.07	24.8	C	L	0.02	9.2	A
		TR	0.25	8.2	A	TR	0.20	8.1	A
	Southbound	L	0.12	13.9	B	L	0.02	6.6	A
		T	0.38	16.3	B	T	0.12	5.3	A
		Intersection		11.5	B	Intersection		6.3	A
40. Western Avenue and Tudor Road/Magazine Street (Signalized)									
Western Avenue	Eastbound	LTR	0.34	5.9	A	LTR	0.30	5.5	A
	Westbound	LTR	0.26	5.5	A	LTR	0.42	6.6	A
Magazine Street	Northbound	LTR	0.45	24.5	C	LTR	0.44	28.9	C
Tudor Road	Southbound	LTR	0.13	11.0	B	LTR	0.08	13.2	B
		Intersection		7.2	A	Intersection		7.5	A
41. Western Avenue and Hillcrest Avenue/State Campus Road (Signalized)									
Western Avenue	Eastbound	LTR	0.66	12.4	B	LTR	0.45	9.4	A
	Westbound	LTR	0.29	4.4	A	LTR	0.45	9.0	A
Hillcrest Avenue	Northbound	LTR	0.57	24.3	C	LTR	0.17	13.1	B
State Campus Road	Southbound	L	0.16	19.9	B	L	0.22	18.9	B
		T	0.03	16.8	B	T	0.12	17.1	B
		R	0.25	5.3	A	R	0.69	22.1	C
		Intersection		10.9	B	Intersection		11.9	B
42. Western Avenue and Campus Access Road (Signalized)									
Western Avenue	Eastbound	LT	0.36	7.4	A	LT	0.34	7.4	A
	Westbound	TR	0.26	5.7	A	TR	0.38	7.6	A
Campus Access Road	Southbound	L	0.16	24.4	C	L	0.23	20.1	C
		R	0.04	12.5	B	R	0.10	8.6	A
		Intersection		7.1	A	Intersection		8.0	A
43. Western Avenue and Brevator Street (Signalized)									

Table 9-6
Existing Conditions LOS Analysis
Intersection Weekday AM and Weekday PM

Approach		Weekday AM				Weekday PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Western Avenue	Eastbound	LT	0.47	8.8	A	LT	0.39	7.5	A
	Westbound	TR	0.30	3.1	A	TR	0.38	9.9	A
Brevator Avenue	Southbound	L	0.31	22.5	C	L	0.30	22.9	C
		R	0.44	24.7	C	R	0.34	23.6	C
		Intersection		8.7	A	Intersection		10.3	B
44. Western Avenue and Belvidere Avenue/Holmes Dale (Signalized)									
Western Avenue	Eastbound	LTR	0.34	2.6	A	LTR	0.28	5.5	A
	Westbound	LTR	0.24	5.8	A	LTR	0.32	6.2	A
Holmes Dale	Northbound	LTR	0.03	25.6	C	LTR	0.04	25.7	C
Belvidere Avenue	Southbound	LTR	0.16	26.0	C	LTR	0.15	25.7	C
		Intersection		4.5	A	Intersection		6.3	A

Notes: L=Left, T=Through, R = Right
Bold indicates LOS E or F conditions

Freeway Operations

Detailed freeway analyses were performed during the weekday AM and PM peak hours along eastbound and westbound I-90 between east of Exit 2 and west of Exit 5 and along northbound and southbound NY 85 between the I-90 interchange and north of the Krumkill Road interchange.

During the peak hours, LOS D operations are generally considered to be acceptable operating conditions for freeway elements. As shown in **Table 9-7**, all of the study locations operate at LOS D or better with the excetion of the I-90 Eastbound Exit 4 Off-Ramp which operates at LOS E during the AM peak.

See **Appendix E-3** for HCS outputs for the ramp locations analyzed in the traffic study.

Table 9-7
Existing Conditions LOS Analysis
Freeway Segments Weekday AM and Weekday PM

Interchange	Freeway Segment Type	AM Peak				PM Peak			
		Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS	Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS
1. I-90 Westbound									
Exit 5 - Exit 4	Basic	55	0.73	29.8	D	55	0.78	32.1	D
Exit 4	Off Ramp	50	0.73	32.7	D	50	0.78	35.2	D
Exit 4	Basic	53	0.53	21.7	C	53	0.62	25.5	C
Exit 4 - Exit 3	Weaving	39	0.71	31.8	D	39	0.71	34.9	D
Exit 3	Basic	52	0.68	27.8	D	52	0.81	33.1	D
Exit 3	On ramp	54	0.55	22.5	C	54	0.78	32.1	D
Exit 3 - Exit 2	Basic	55	0.55	22.6	C	55	0.77	31.4	D
2. I-90 Eastbound									
Exit 2 - Exit 3	Basic	55	0.78	32.0	D	55	0.51	20.9	C
Exit 3	Off Ramp	55	0.77	31.3	D	55	0.51	20.9	C
Exit 4	Off Ramp	**50**	**0.90**	**40.0**	**E**	51	0.66	29.1	D
Exit 3 - Exit 4	Basic	55	0.68	27.7	D	55	0.50	20.5	C
Exit 3	On Ramp	50	0.71	31.7	C	51	0.57	25.4	C

Table 9-7
Existing Conditions LOS Analysis
Freeway Segments Weekday AM and Weekday PM

Interchange	Freeway Segment Type	AM Peak				PM Peak			
		Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS	Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS
Exit 4	On Ramp	51	0.68	30.0	C	52	0.58	25.0	B
Exit 4 - Exit 5	Basic	55	0.68	27.9	D	55	0.55	22.4	C
3. NY 85 Southbound									
I-90 Ramp	Basic	55	0.30	12.4	B	55	0.24	9.9	A
I-90 - Washington Avenue	Weaving	34	0.90	25.7	C	37	0.58	19.5	B
Washington Avenue	Basic	51	0.43	17.7	B	52	0.42	17.3	B
Washington Avenue – State Offices	Weaving	42	0.36	15.9	B	44	0.36	16.1	B
State Offices	Basic	54	0.38	15.6	B	54	0.45	18.3	C
State Offices	On Ramp	47	0.39	19.0	B	47	0.51	24.8	C
State Offices - Western Avenue	Weaving	44	0.31	13.7	B	41	0.45	20.4	C
Western Avenue	Basic	54	0.33	13.4	B	53	0.47	19.3	C
Western Avenue	On Ramp	47	0.35	16.6	B	47	0.50	24.1	B
Western Avenue - Krumkill Road	Basic	52	0.35	14.2	B	52	0.50	20.3	C
4. NY 85 Northbound									
Krumkill Road - Western Avenue	Basic	55	0.62	25.5	C	55	0.38	15.3	B
Western Avenue	Off Ramp	46	0.62	30.5	C	46	0.37	18.0	B
Western Avenue	Basic	50	0.61	24.9	C	50	0.35	14.3	B
Western Avenue - State Offices	Weaving	39	0.55	26.4	C	44	0.31	14.0	B
State Offices	Basic	54	0.58	23.5	C	55	0.37	15.1	B
State Offices	Weaving	47	0.62	29.9	C	47	0.52	25.2	C
Washington Avenue	Weaving	43	0.47	21.8	C	42	0.44	20.2	C
Washington Avenue	Basic	53	0.55	22.7	C	53	0.52	21.3	C
Washington Avenue	On Ramp	47	0.61	29.6	C	47	0.61	29.2	C
I-90	Off Ramp	45	0.61	30.3	B	45	0.60	29.9	B
I-90 Ramp	Basic	52	0.30	12.2	B	52	0.30	12.1	B

Parking Conditions

Off-street parking facilities are provided for the land uses on the Harriman campus. Field observations show that the parking lots on the Harriman Campus are generally underutilized and that current parking supply adequately meets the current parking demand.

On-street parking is generally prohibited along the Campus Access Roadways (Inner and Outer Ring Roads) as well as their respective u-turn and ramp connector roads. On-street parking is also generally prohibited along the other major roadway corridors in the study area including I-90, NYS Route 85, Washington Avenue, U.S. Route 20 (Western Avenue), Brevator Street, Central Avenue (NYS Route 5), and Colvin Avenue.

Public Transportation

The Capital District Transportation Authority ("CDTA") operates several bus routes in the vicinity of the Project Site including along the Campus Access Roadway (Inner and Outer Ring Roads), Washington Avenue, U.S. Route 20 (Western Avenue), Brevator Street, Central Avenue (NYS Route 5), and Colvin Avenue corridors. CDTA bus routes which operate in the study area include Routes 1 ("Central Avenue"), 10 ("Western Avenue"), 12 ("Washington Avenue"), 111 ("Western Avenue/Fuller Road") 114 ("Madison Ave. – Washington Ave.), 712 ("Harriman Campus – Patroon Creek"), 801 ("Albany Shuttle"), 803 ("North Albany Shuttle"), 806 ("Delaware Shuttle"), 807 ("Suburban Shuttle"), 808 ("Albany – North Greenbush Shuttle"), and 910 ("BusPlus Purple Line"). Bus shelters and benches are provided at some of the bus stop locations. A map of the existing bus network in the vicinity of the Harriman Campus is provided below in **Figure 9-4**.

CDTA has studied corridors in the Capital District to potentially expand the number and intensity of bus priority treatments as a means to improve bus operations and the customer experience. As shown in **Figure 9-4**, "Priority Segments" have been identified by CDTA. The Washington Avenue corridor currently experiences substandard travel time and substandard travel variability in several locations along the route. The result of the Capital Region Bus Lane Feasibility Study identified corridors (including Washington Avenue) where a combination of bus, bike, and pedestrian improvements could increase safety for all users while increasing bus service performance. Although still in the planning stage, these types of improvements on Washington Avenue in the future would directly benefit persons commuting to the Campus.

CDTA has recently implemented improvements in the vicinity of Brevator Street and Belvidere Avenue to support multi-modal travel into the Harriman Campus. The improvements include new bus only lanes on Brevator Street and on the Campus Access Road bridge over NYS Route 85, realignment of the exit ramp from NYS Route 85 and redirection of traffic to a new access point to Brevator Street that is further north along the Campus Ring Road (near the firehouse), a new traffic signal at the intersection of Brevator Street and Belvidere Avenue with pedestrian ramps, crosswalks, and pedestrian signals, and a new multi-use path across the Campus Access Road bridge.

Bus Routes

Route 712: Harriman Campus – Patroon Creek

This route is operated by CDTA between UAlbany/SUNY Collins Circle and Quail/WAMC Station (Quail Stret at Central Avenue) only on weekdays serving the Campus between the hours of 6:51 am and 11:21 am in the westbound direction and 1:13 pm and 7:03 pm in the eastbound direction with a frequency that varies between approximately 30 and 90 minutes. The route of the bus circulates on the perimeter roads on the north and west sides of the Campus. This route interconnects the Campus with the University at Albany campus, and transfers are available to bus routes 910 and 12.

Route 10: Crossgates Mall to Downtown Albany

This route is operated by CDTA between Crossgates Mall and Downtown Albany, predominantly on Western Avenue. Service is provided south of the Campus on Western Avenue 7 days a week. Weekday service is between the hours of approximately 5:30 am and 11:20 pm in both directions. The frequency is 15 minutes during the morning peak (7:30 am – 8:30 am) and afternoon peak (1:30 – 5:30 pm) and varies between approximately 15 and 25 minutes for the remainder of the day. This route has a connection to bus route 910.

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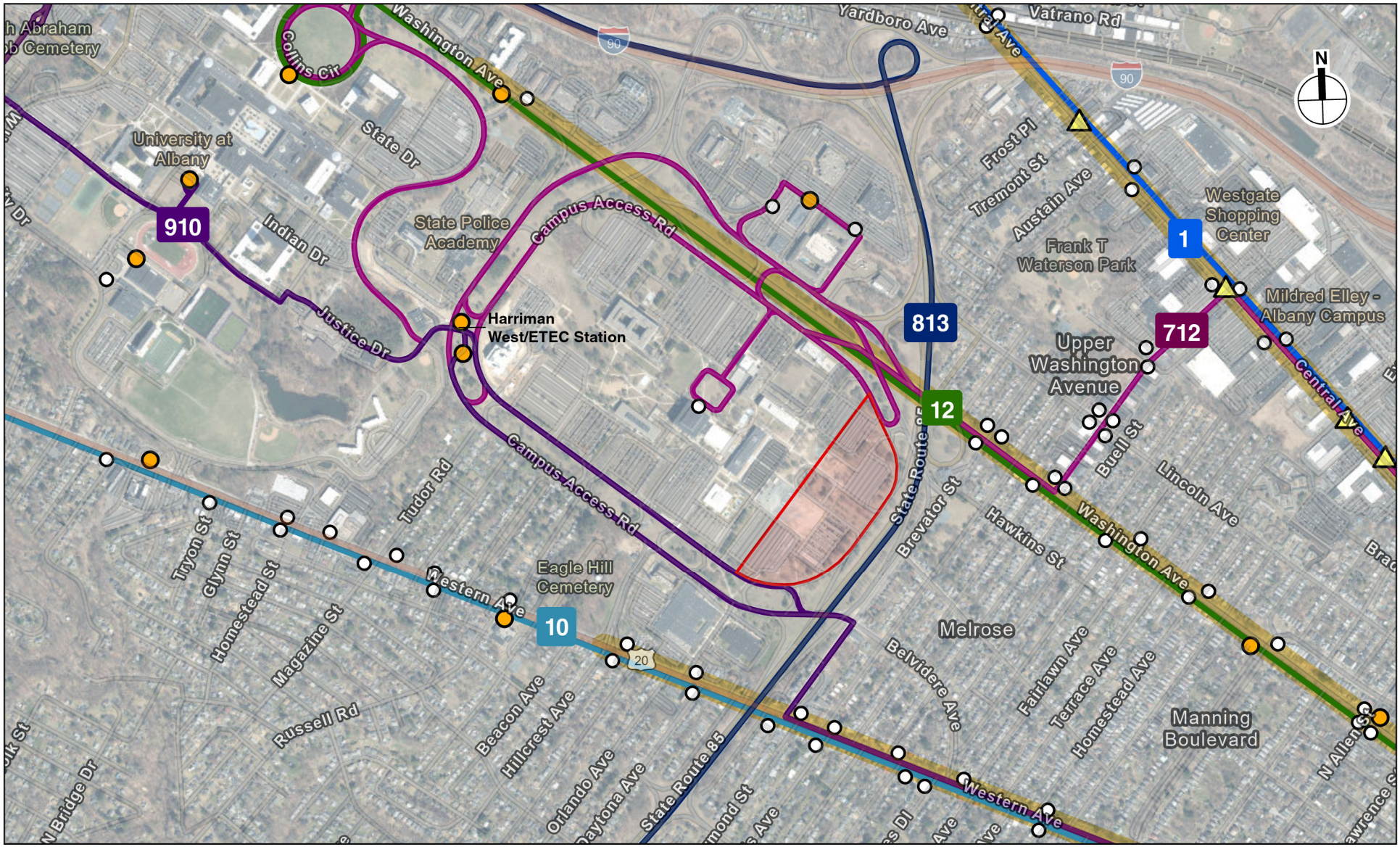

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Public Transportation Network

Figure 9-4

Route 12: Crossgates Mall to Downtown Albany

This route is operated by CDTA between Crossgates Mall and Downtown Albany, predominantly on Washington Avenue. Service is provided north of the Campus on Washington Avenue 7 days a week. Weekday service is between the hours of approximately 5:30 am and 1:00 am in both directions. The frequency is between approximately 20 and 30 minutes throughout the day. This route has a connection to bus route 712.

BusPlus Route 910 - Purple Line: Crossgates Mall to Downtown Albany

BusPlus service is operated by CDTA and provides fast and frequent limited stop bus service along busy travel corridors in the Capital Region. The Route 910 service began as the Purple Line in November 2023 and is a Bus Rapid Transit ("BRT") service. The Purple Line connects the Campus with the Washington Avenue and Western Avenue corridors between the Crossgates Mall and downtown Albany. This service uses 60-foot articulated buses with complimentary Wi-Fi and charging ports.

The Purple Line operates on the south side of the Project Site along the adjacent perimeter roads. This route operates 7 days a week between the hours of 5:00 am and 1:30 am on weekdays with a frequency of between 10 and 20 minutes, depending on the time of day. This service has connections to routes 10 and 712. The Harriman West/ETEC station serving the Purple Line in both directions is provided on the western side of the Campus.

Pedestrian and Bicycle Conditions

Pedestrian and bicycle counts in the study area were collected as part of the traffic data collection program. Pedestrian and bicycle volumes were generally observed to be low to moderate at the study intersections. Pedestrian infrastructure (e.g., sidewalks, crosswalks, etc.) is present along many of the study area roadways and intersections. However, sidewalks are generally not present along the two Campus Access Road ring roads. Four sidewalks connect the interior of the campus near the Project Site to roadways outside the campus. Two parallel sidewalks along State Campus Road and the Campus Access Road connect to Western Avenue, as well as two sidewalks connecting from Brevator Street along the two Route 85 overpasses at the north and south ends of the Project Site. Each of these sidewalks have crosswalks across both the outer and inner loop roads at allowing access to the core of the campus from surrounding roadways.

Currently within the campus there are bike racks in front of every building's main entrance. However, no exclusive bicycle pathways/facilities are provided along the study area roadways except for a multi-use path that has been constructed across the Campus Access Road bridge as mentioned above. The City of Albany's *Bicycle and Pedestrian Master Plan* (2021) includes several initiatives related to bicycle infrastructure in the study area as shown in **Figure 9-5**, including the above mentioned multi-use path.[3] Specifically, new protected/buffered bike lanes are proposed on both Washington Avenue and Western Avenue in the vicinity of the campus. These initiatives would improve bicycle and pedestrian accessibility in the study area and serving the Harriman Campus and the Project Site.

Safety Analysis

Analytical Methodology

Crash data for pedestrians and vehicles were obtained from NYSDOT's Crash Location and Engineering Analysis Repository ("CLEAR") system for the five-year period between January

[3] City of Albany. *Bicycle and Pedestrian Master Plan.* May 2021. Available: https://albanyny.gov/DocumentCenter/View/5630/Bicycle-Master-Plan---May-2021-PDF

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Project Site

Paved/Multi-Use Path/Trail

Protected Buffer Bike Lane

City of Albany's Bicycle and Pedestrian Master Plan - Bicycle Network

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Figure 9-5

1, 2019, and December 31, 2023, for the study area intersections and the Campus Access Road Inner Loop Road and Outer Loop Road on the Harriman Campus. The data was summarized by the total number of non-reportable and reportable crashes (involving fatality, injury, or more than $1,000 in property damage), fatalities, and injuries during the study period. The study area for the safety analysis consisted of 11 intersections, 16 locations along the Inner Loop Road on the Harriman Campus, and 22 locations on the Outer Loop Road on the Harriman Campus with at least one crash during the five-year period.

Analysis Results

An annual breakdown of vehicle only crashes and crashes between vehicles and pedestrians and bicycles at each location is presented in **Table 9-8**. During the five-year period studied, a total of 516 reportable and non-reportable crashes occurred within the study area with 499 vehicle-only crashes, 0 fatalities, 101 injuries, and 17 pedestrian and bicycle-related crashes. The highest number of total crashes was (144) in 2019 before the pandemic and the lowest number of total crashes (68) was recorded in 2020 during the peak of the pandemic.

In terms of total crashes identified during the five-year period, 336 (65 percent) were at the 11 intersections, 40 (8 percent) were at the 16 locations along the Inner Loop Road, and 140 (27 percent) were at the 22 locations on the Outer Loop Road. In terms of total crashes, 20 percent resulted in injuries (24 percent of the intersection crashes had injuries, 15 percent of the Inner Loop Road crashes had injuries, and 11 percent of the Outer Loop Road crashes had injuries). The 17 pedestrian and bicycle crashes represented three percent of the total crashes with most of these crashes (13) occurring at intersections. A further breakdown of these pedestrian and bicycle crashes at the intersections shows that 10 were bicycle crashes and 3 were pedestrian crashes.

As shown in **Table 9-9**, crash types were identified for each location over the five-year period. The most prevalent types of crashes were rear end (46 percent), other (27 percent), right angle (12 percent), left turn (six percent), with the remaining crash types at two percent or less. Based on a review of individual study area locations, there were three locations that had more than 50 crashes during the five-year period (at least an average of 10 crashes per year). These locations included the intersections of Central Avenue and Colvin Avenue (110), Washington Avenue and Colvin Avenue (61), and Western Avenue and Hillcrest Avenue/State Campus Road (56). Only two locations had 3 or more total pedestrian and bicycle crashes including the intersections of Central Avenue and Colvin Avenue (3) and Washington Avenue and Colvin Avenue (5).

The Central Avenue and Colvin Avenue intersection with 110 crashes had by far the most of any location in the study area over the five-year period. Of the crashes identified at this intersection, the most prevalent were rear end (46 percent), other (25 percent), right angle (10 percent), left turn (seven percent), head on (four percent), side swipe (four percent), with the remaining crash types at two percent or less. The Washington Avenue and Colvin Avenue intersection breakdown of the 61 identified crashes were rear end (33 percent), other (28 percent), right angle (16 percent), bicycle (eight percent), left turn (seven percent), with the remaining crash types at three percent or less. A total of 56 crashes were identified for the Western Avenue and Hillcrest Avenue/State Campus Road intersection broken down as rear end (39 pecent), other (30 percent), right angle (18 percent), left turn (11 percent), with the remaining crash types at two percent or less.

Table 9-8
Summary of Crashes

Crash Locations	Five-Year Study Period (2019 through 2023)														
	Vehicle Crashes by Year					Total Vehicle Crashes	Pedestrian and Bicycle Crashes by Year					Total Pedestrian and Bicycle Crashes	Total Crashes	Total Fatalities	Total Injury Crashes
	2019	2020	2021	2022	2023		2019	2020	2021	2022	2023				
Intersections															
Central Avenue and Colvin Avenue	28	12	22	18	27	107	0	0	1	2	0	3	110	0	29
Washington Ave and Washington Center Medical Arts Driveway	3	1	0	0	0	4	0	0	0	0	0	0	4	0	1
Washington Avenue and Colvin Avenue	11	10	18	5	12	56	2	3	0	0	0	5	61	0	7
Washington Avenue and Manning Boulevard	8	4	14	9	2	37	1	0	1	0	0	2	39	0	15
SB Brevator Street to Campus Outer Road Ramp	1	0	0	1	0	2	0	0	0	0	0	0	2	0	1
Brevator Street/NY 85 off Ramp and Belvidere Avenue	6	1	0	2	0	9	1	0	0	0	0	1	10	0	5
Western Avenue and Tudor Road	4	2	5	1	3	15	0	0	0	0	0	0	15	0	1
Western Ave and Hillcrest Ave/State Campus Road	11	11	14	12	8	56	0	0	0	0	0	0	56	0	16
Western Avenue and Brevator Street	1	3	7	5	5	21	0	1	0	0	0	1	22	0	2
Western Avenue and Belvidere Avenue	1	0	2	0	1	4	0	0	1	0	0	1	5	0	2
Western Ave and Campus Access Road	3	1	4	1	3	12	0	0	0	0	0	0	12	0	0
Intersections Subtotal	**77**	**45**	**86**	**54**	**61**	**323**	**4**	**4**	**3**	**2**	**0**	**13**	**336**	**0**	**79**
Inner Loop Road - Harriman State Office Campus															
Exit to I-90 West	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0
Ramp from Lot Y	0	0	0	1	0	1	0	0	0	1	0	1	2	0	1
Ramp from Lot L	3	0	0	0	1	4	0	0	0	0	0	0	4	0	0
Building 12 Access Road	1	2	1	0	0	4	0	0	0	0	0	0	4	0	0
Ramps from Lot M and Washington Avenue	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
Ramps from Lot N and Outer Road	2	0	1	2	2	7	0	0	0	0	0	0	7	0	1
Ramp from Lot O	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1
Ramp from Lot P	0	1	0	0	0	1	0	0	0	0	0	0	1	0	2
Ramp from Outer Road	1	0	0	2	2	5	0	0	0	0	0	0	5	0	0
Ramps from NY 85 SB and to Lot A	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
Ramps to SB NY 85 and from Lot B	1	0	0	2	0	3	0	0	0	0	0	0	3	0	0
Ramp from Outer Road	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
Ramps from Outer Road and Lot D	1	0	0	0	1	2	0	0	0	0	0	0	2	0	0
Harriman Campus Road and Ramp from Outer Road	0	0	0	2	2	4	0	0	0	0	0	0	4	0	1
Building 9 Access Road and Ramp from Outer Road	1	0	0	1	0	2	0	0	0	0	0	0	2	0	0
ETEC Building Access Road and Ramp from Outer Road	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Inner Loop Road - Harriman State Office Campus Subtotal	**12**	**4**	**2**	**11**	**10**	**39**	**0**	**0**	**0**	**1**	**0**	**1**	**40**	**0**	**6**
Outer Loop Road - Harriman State Office Campus															
Ramp from Washington Avenue	1	0	0	0	4	5	0	0	0	0	0	0	5	0	1
Weaving Area between Ramps to and from Inner Road	13	3	0	0	3	19	0	0	0	0	0	0	19	0	2
Priority Bus Lane	0	0	1	0	1	2	0	0	0	0	0	0	2	0	0
Priority Bus Lane Exit	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Ramp from Inner Road (near Tudor Road)	1	1	0	0	0	2	0	0	0	0	0	0	2	0	1
Mainline (near Clarendon Road)	0	1	1	0	0	2	0	0	1	0	0	1	3	0	1
Ramp from Inner Road (near Oxford Road)	1	1	1	0	2	5	0	0	0	0	0	0	5	0	1
Off ramp to Inner Road	1	1	0	0	1	3	0	0	0	0	0	0	3	0	0
State Campus Road and from Inner Road	3	0	2	6	2	13	0	0	0	2	0	2	15	0	2
Ramp to Inner Road (near NYS office of General Service)	1	1	0	0	0	2	0	0	0	0	0	0	2	0	0
Campus Access Road	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Ramp from Inner Road	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Ramp to SB NY 85	2	0	0	1	0	3	0	0	0	0	0	0	3	0	0
Ramp from Inner Road (west of NY 85)	1	1	0	0	0	2	0	0	0	0	0	0	2	0	0
On Ramp from SB NY 85	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Patroon Creek Boulevard	0	0	2	1	4	7	0	0	0	0	0	0	7	0	2
Ramp to Inner Road (adjacent to Patroon Creek Development)	7	2	1	7	13	30	0	0	0	0	0	0	30	0	2
Ramp from Inner Road (adjacent to Patroon Creek Development)	3	1	4	3	1	12	0	0	0	0	0	0	12	0	3
Ramps to Washington Avenue and Patroon Creek Boulevard	1	1	0	0	0	2	0	0	0	0	0	0	2	0	1
Patroon Creek Boulevard (near SEFCU Mortgage Services)	1	0	1	0	3	5	0	0	0	0	0	0	5	0	0
Off Ramp to I-90	3	2	2	1	1	9	0	0	0	0	0	0	9	0	0
Ramps from I-90	8	0	0	2	0	10	0	0	0	0	0	0	10	0	0
Outer Loop Road - Harriman State Office Campus Subtotal	**51**	**15**	**15**	**21**	**35**	**137**	**0**	**0**	**1**	**2**	**0**	**3**	**140**	**0**	**16**
Study Area Total	**140**	**64**	**103**	**86**	**106**	**499**	**4**	**4**	**4**	**5**	**0**	**17**	**516**	**0**	**101**

Table 9-9
Crash Types Summary

Crash Locations	Five-Year Study Period (2019 through 2023)									
	Head On	Left Turn	Rear End	Right Angle	Right Turn	Side Swipe	Bicycle	Pedestrian	Other	Total Crashes
Intersections										
Central Avenue and Colvin Avenue	4	8	51	11	2	4	2	1	27	110
Washington Ave and Washington Center Medical Arts Driveway	1	0	1	1	0	0	0	0	1	4
Washington Avenue and Colvin Avenue	2	4	20	10	1	2	5	0	17	61
Washington Avenue and Manning Boulevard	2	1	13	6	2	0	1	1	13	39
SB Brevator Street to Campus Outer Road Ramp	0	0	0	2	0	0	0	0	0	2
Brevator Street/NY 85 off Ramp and Belvidere Avenue	1	0	0	5	1	0	1	0	2	10
Western Avenue and Tudor Road	0	1	9	3	0	0	0	0	2	15
Western Ave and Hillcrest Ave/State Campus Road	0	6	22	10	0	1	0	0	17	56
Western Avenue and Brevator Street	0	2	10	2	1	0	1	0	6	22
Western Avenue and Belvidere Avenue	0	0	1	1	0	0	0	1	2	5
Western Ave and Campus Access Road	0	2	4	2	0	1	0	0	3	12
Intersection Subtotal	**10**	**24**	**131**	**53**	**7**	**8**	**10**	**3**	**90**	**336**
Inner Loop Road - Harriman State Office Campus										
Exit to I-90 West	0	0	0	0	0	0	0	0	1	1
Ramp from Lot Y	0	0	0	0	0	0	0	1	1	2
Ramp from Lot L	0	0	3	0	1	0	0	0	0	4
Building 12 Access Road	0	0	2	0	0	0	0	0	2	4
Ramps from Lot M and Washington Avenue	0	0	1	0	0	0	0	0	0	1
Ramps from Lot N and Outer Road	0	1	4	0	0	0	0	0	2	7
Ramp from Lot O	0	0	1	0	0	0	0	0	0	1
Ramp from Lot P	0	0	1	0	0	0	0	0	0	1
Ramp from Outer Road	0	0	4	0	0	0	0	0	1	5
Ramps from NY 85 SB and to Lot A	0	0	0	0	0	0	0	0	1	1
Ramps to SB NY 85 and from Lot B	0	0	1	1	0	0	0	0	1	3
Ramp from Outer Road	0	0	0	0	0	0	0	0	1	1
Ramps from Outer Road and Lot D	0	0	2	0	0	0	0	0	0	2
Harriman Campus Road and Ramp from Outer Road	0	0	1	0	0	1	0	0	2	4
Building 9 Access Road and Ramp from Outer Road	0	0	1	0	0	0	0	0	1	2
ETEC Building Access Road and Ramp from Outer Road	0	1	0	0	0	0	0	0	0	1
Inner Loop Road - Harriman State Office Campus Subtotal	**0**	**2**	**21**	**1**	**1**	**1**	**0**	**1**	**13**	**40**
Outer Loop Road - Harriman State Office Campus										
Ramp from Washington Avenue	0	0	4	0	0	0	0	0	1	5
Weaving Area between Ramps to and from Inner Road	0	1	14	2	0	0	0	0	2	19
Priority Bus Lane	0	0	0	0	0	0	0	0	2	2
Priority Bus Lane Exit	0	1	0	0	0	0	0	0	0	1
Ramp from Inner Road (near Tudor Road)	0	0	1	0	0	1	0	0	0	2
Mainline (near Clarendon Road)	0	0	1	0	0	0	0	1	1	3
Ramp from Inner Road (near Oxford Road)	0	0	2	0	0	0	0	0	3	5
Off ramp to Inner Road	0	0	1	0	0	0	0	0	2	3
State Campus Road and from Inner Road	0	0	7	1	1	0	1	1	4	15
Ramp to Inner Road (near NYS office of General Service)	0	0	1	0	0	0	0	0	1	2
Campus Access Road	0	0	0	0	0	0	0	0	1	1
Ramp from Inner Road	0	0	1	0	0	0	0	0	0	1
Ramp to SB NY 85	0	1	0	0	0	0	0	0	2	3
Ramp from Inner Road (west of NY 85)	0	0	1	0	0	0	0	0	1	2
On Ramp from SB NY 85	0	0	1	0	0	0	0	0	0	1
Patroon Creek Boulevard	0	0	2	2	0	0	0	0	3	7
Ramp to Inner Road (adjacent to Patroon Creek Development)	0	1	22	1	0	0	0	0	6	30
Ramp from Inner Road (adjacent to Patroon Creek Development)	0	0	10	0	0	0	0	0	2	12
Ramps to Washington Avenue and Patroon Creek Boulevard	0	0	2	0	0	0	0	0	0	2
Patroon Creek Boulevard (near SEFCU Mortgage Services)	0	0	2	0	0	0	0	0	3	5
Off Ramp to I-90	0	0	6	0	0	0	0	0	3	9
Ramps from I-90	0	0	8	0	1	1	0	0	0	10
Outer Loop Road - Harriman State Office Campus Subtotal	**0**	**4**	**86**	**6**	**2**	**2**	**1**	**2**	**37**	**140**
Total	**10**	**30**	**238**	**60**	**10**	**11**	**11**	**6**	**140**	**516**

Potential Impacts of the Proposed Project

To identify potential impacts, trip generation estimates were developed for the Proposed Project and overlayed on the transportation network without the Proposed Project to identify any significant degradation in intersection or ramp merge/diverge operations.

Trip Generation

To assess traffic operations with the Proposed Project, Weekday AM and PM peak hour trip estimates were developed for the Proposed Project and assigned to the roadway network. Based on information provided by the New York State Department of Health ("DOH"), the Proposed Project would have approximately 900 staff members and these staff would arrive at the Project Site between 7-9 AM and depart between 3-6 PM during a typical weekday. While 100 to 150 staff are anticipated to work remotely 50 percent of the time, the trip generation estimates reflect, and traffic analysis assess, a weekday when all staff are expected to be working in-person at the Project Site. In addition, it is assumed staff would be arriving in single-occupancy vehicles, resulting in a one vehicle trip for every staff member.

While staff may arrive over a two-hour period in the morning and depart during a three-hour period in the afternoon, the traffic analysis assesses a peak hour. Therefore, while the trip generation assumes all 900 staff work in person, it is assumed 75 percent of the staff would arrive or depart within a single hour and the remaining 25 percent would arrive or depart during the remainder of the arrival and departure peak period.

As shown in **Table 9-10**, the trip generation estimates would be 675 vehicles arriving in the AM peak hour and 675 vehicles departing during the PM peak hour.

Table 9-10
Trip Generation Estimates

Number of Staff	Percent Arrive/Depart Within an Hour	Vehicle Occupancy	AM Peak Hour Trip Estimates		PM Peak Hour Trip Estimates	
			Arriving	Departing	Arriving	Departing
900	75%[1]	1 person/vehicle[2]	675	0	0	675

Notes:
1. Remaining 25% of staff would arrive or depart during the remainder of the arrival and departure periods
2. Reflects no carpooling among staff
3. Trip estimates = (number of staff) * (percent within an hour) / (vehicle occupancy)

Lastly, it should be noted that there was no reduction credit applied to the trip generation to account for existing traffic currently using Lot C driveways where the Proposed Project's driveway would be located. During the AM peak period there was a peak of 429 vehicles per hour entering Parking Lot C and during the PM peak period there was a peak of 343 vehicles per hour exiting Parking Lot C. Therefore, the net new trips (the trips generated by the Proposed Project minus the existing trips from Parking Lot C) would be less than 300 vehicles in a peak hour. However, to provide a conservative analysis, the existing Parking Lot C vehicles were not removed from the analysis and the full Proposed Project's trip generation estimates were added to the transportation network. It is assumed the trips currently traveling to Parking Lot C would continue to travel to the Harriman Campus in the future with the Proposed Project and would remain in the transportation network.

Trip Distribution

The Proposed Project will centralize and consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities located in the Capital Region, thus the existing employees of those facilities would relocate to the Proposed Project. Since the home zip

code of those employees are known, it was used to develop trip distribution patterns to estimate how vehicles would arrive to and depart from the Project Site.

The zip codes were grouped based on how employees would travel to and from the campus. The gateways to the study area, the zip codes grouped for those gateways, and the proposed trip distribution percentages are summarized in **Table 9-11** and presented in **Figure 9-6**. The trip distribution percentages were applied to the trip generation estimates to develop vehicle trip assignments that were added to the projected traffic in the 2030 future without the Proposed Project (the "No Build" condition) to develop the traffic volumes for the future with the Proposed Project (the "Build" condition).

Table 9-11
Trip Distribution Tables

Gateway/Route into Study Area		Included Zip Codes	Percent Distribution	Peak Hour Trips
I-90 (from and to the east)		12018, 12028, 12033, 12037, 12047, 12050, 12052, 12061, 12058, 12124, 12062, 12077, 12106, 12121, 12123, 12125, 12130, 12140, 12144, 12154, 12156, 12180, 12181, 12182, 12183, 12184, 12185, 12188, 12189, 12196, 12198, 12204, 12209, 12211, 12414, 12429, 12834, 13317, 13459	31%	208
I-90 (from and to the west)		12010, 12015, 12019, 12025, 12043, 12053, 12056, 12093, 12137, 12157, 12158, 12160, 12166, 12174, 12110, 12192, 12197, 12302, 12303, 12304, 12305, 12306, 12308, 12309	23%	155
I-85 (from and to the south)		12007, 12023, 12054, 12059, 12076, 12083, 12143, 12147, 12159, 12161, 12186, 12193, 12208, 12413, 12431, 12477, 12534, 12816	19%	128
I-87 (from and to the north)		12020, 12065, 12118, 12148, 12170, 12205,12801, 12803, 12831, 12859, 12866, 12871	14%	95
Local Roads	US 20 (to and from the east)	12009, 12084, 12201, 12202, 12203, 12210, 12220, 12206, 12207, 12222, 12230	3%	20
	US 20 (to and from the west)		3%	20
	Central Ave (to and from the east)		2%	14
	Central Ave (to and from the west)		2%	14
	Washington Ave (to and from the east)		2%	14
	Washington Ave (to and from the west)		1%	7
		Total	**100%**	**675**

Source: Employee zip codes provided by DOH.

Truck Trip Generation

The Proposed Project is expected to generate delivery truck traffic, with some truck traffic that occurs daily, and other truck deliveries that only occur weekly, monthly, or annually. It is anticipated delivery trucks would access the Site's loading docks through a dedicated driveway and would not use the staff main entrance. **Table 9-12** summarizes the anticipated delivery truck frequency schedule. It is anticipated that there would be 32 truck deliveries daily, however, a majority of these will likely occur outside the study peak hours. Therefore, the truck trips are not anticipated to impact the traffic peak hours of operation and are not included in the trip generation assignments.

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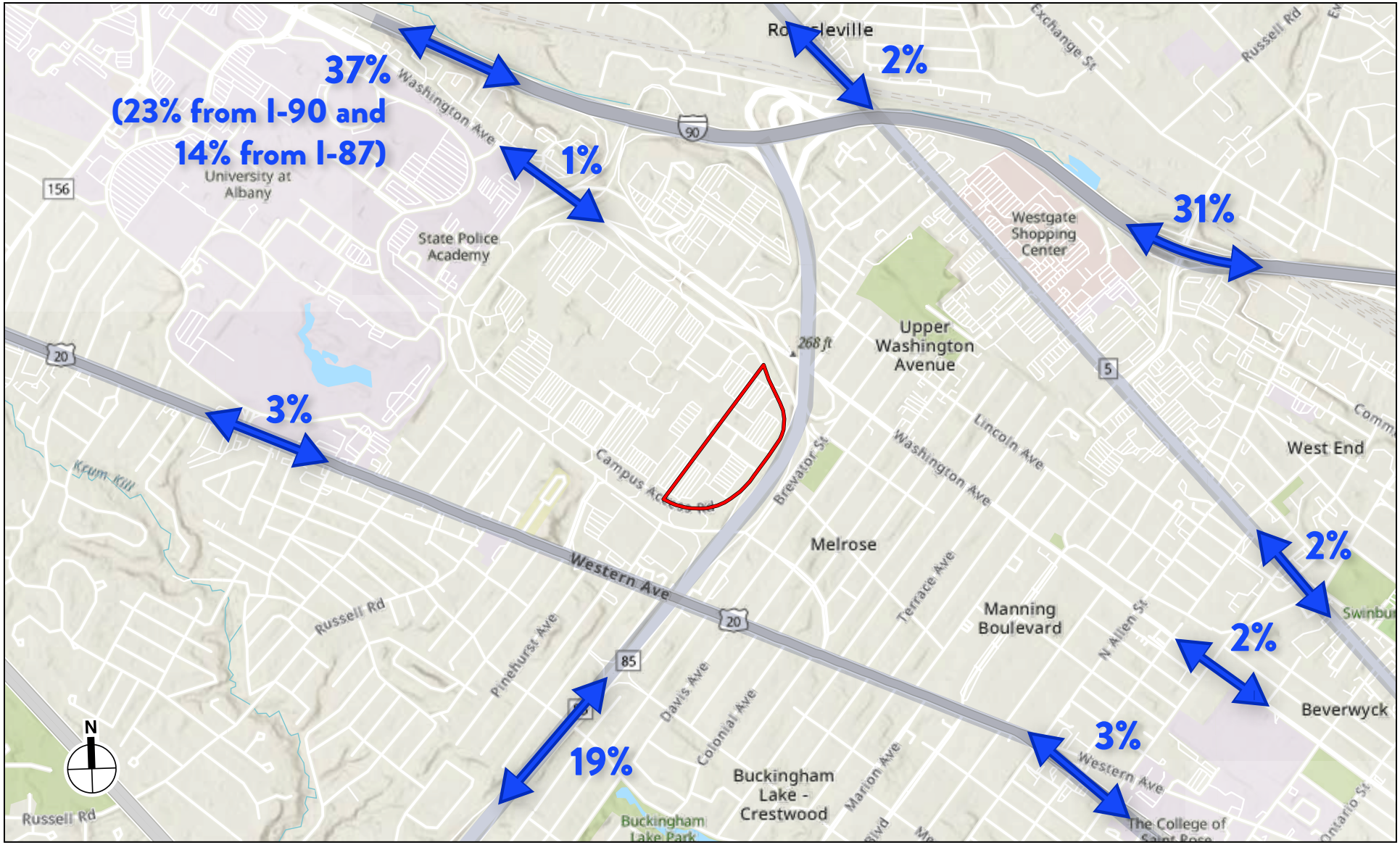

Trip Distribution Percentages

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Figure 9-6

Table 9-12
Delivery Truck Schedule

Delivery Type	Frequency
Daily Deliveries	
USPS Mail	1/day
FedEx Express	1/day
FedEx Ground	1/day
UPS Next Day	1/day
Early FedEx/UPS	1/day
Krackeler	1/day
Gas Cylinder	1/day
RMW	1/day
Waste	2/day
Recycling	2/day
Specimens	~ 20/day
Total	**~32/day**
Weekly Deliveries	
Staples	1/week
FedEx Freight	1/week
Dry Ice	1/week
Supplies	1/week
Large equipment/freight	2-3/week
Total	**6-7/week**
Monthly Deliveries	
Small Animals	2/month
Total	**2/month**
Annual Deliveries	
E-waste	3/year
Confidata	3/year
Total	**6/month**
Source: DOH anticipated delivery schedule	

2030 No Build and Build Traffic Volumes

To create the 2030 No Build traffic volumes, a background growth rate of 0.5% per year was applied to the 2024 existing volumes. The No Build AM and PM peak hour traffic volumes are presented on **Figures 9-7 and 9-8**, respectively. The 2030 Future Build volumes were developed by adding the Proposed Project's trips to the Future No Build volumes based on the trip distribution assignments. The 2030 Build AM and PM peak hour traffic volumes are presented on **Figures 9-9 and 9-10**, respectively

Level of Service Impacts

Intersection Operations

The 2030 No Build and Build intersection operations are presented in **Table 9-13** and **Table 9-14** for the AM and PM peak hours, respectively.

For the purpose of this analysis, traffic impacts are identified as: (1) any change in LOS D or better to LOS E or F; (2) any change from LOS E to LOS F; or (3) any increase of 10 percent or greater in delay for LOS F. The significant impact criteria are applied to the approach/lane group LOS for signalized intersections and approach/movement group LOS for unsignalized intersections.

As shown in **Tables 9-13** and **9-14**, intersections operating acceptably at LOS D or better would continue to operate acceptably at LOS D or better with the Proposed Project. Locations

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2030 No Build • AM Peak Hour Traffic Volumes

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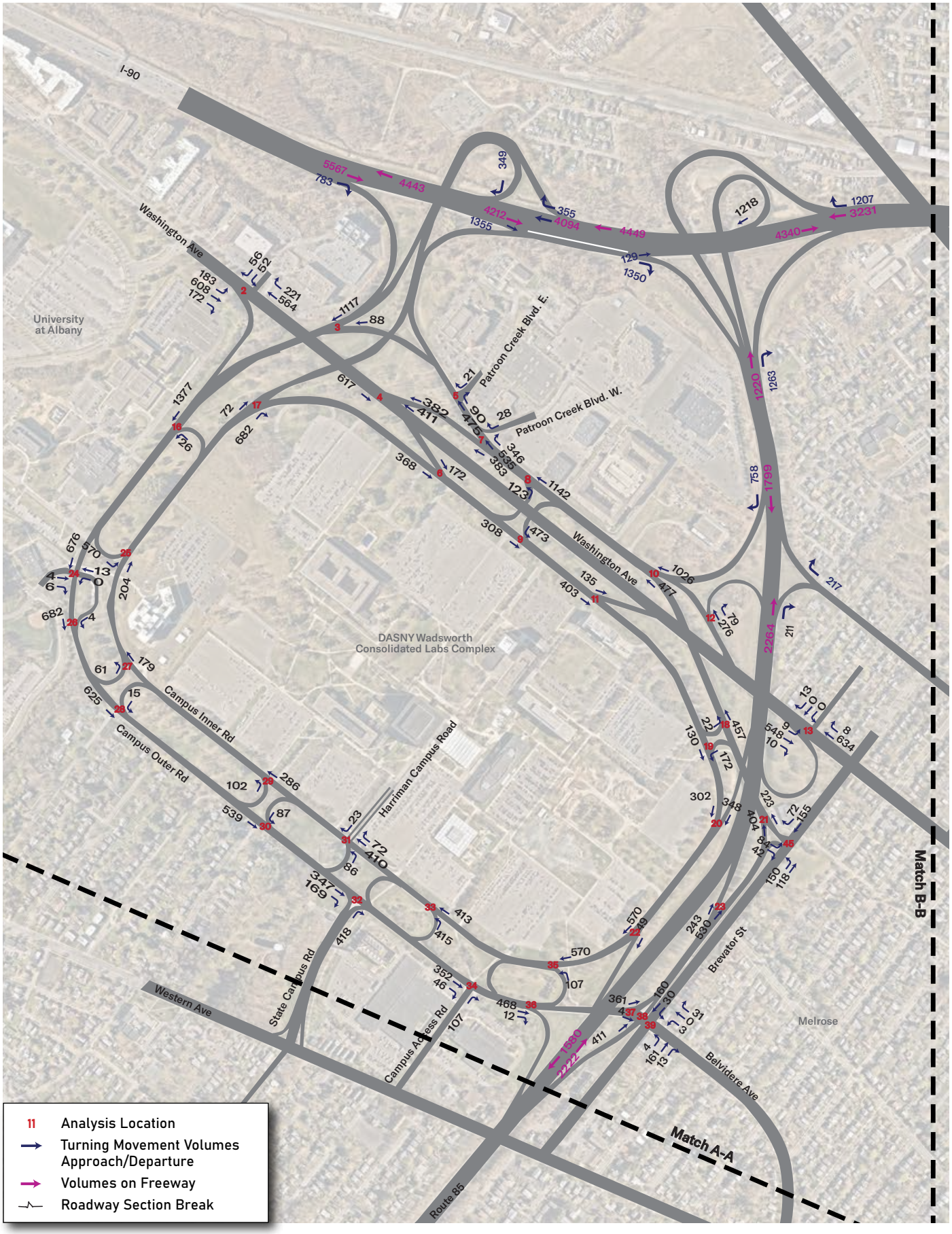
Figure 9-7a

9.17.24



2030 No Build • AM Peak Hour Traffic Volumes

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Figure 9-7b

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2030 No Build • AM Peak Hour Traffic Volumes

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Figure 9-7c

9.17.24

2030 No Build • PM Peak Hour Traffic Volumes

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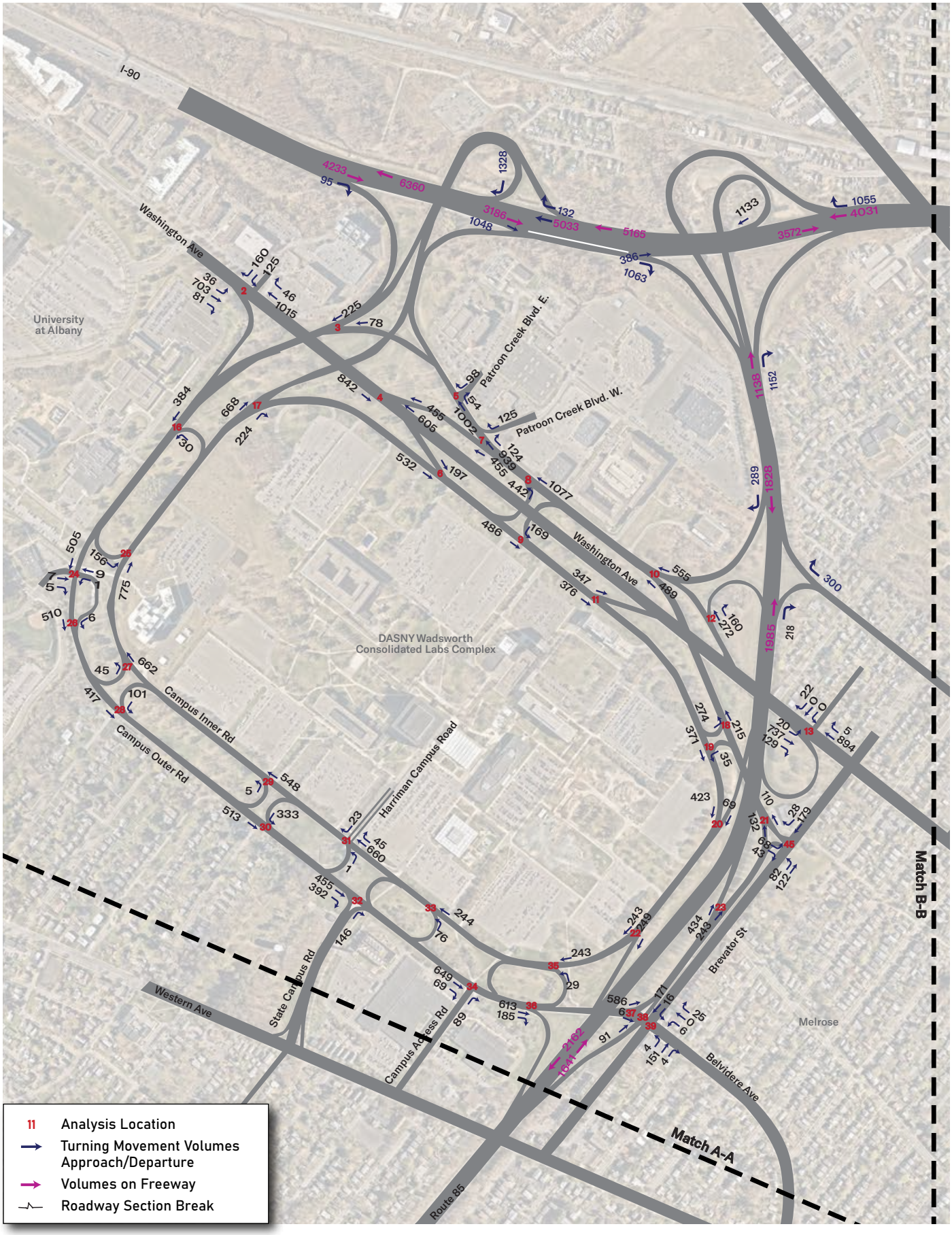
Figure 9-8a

9.17.24



2030 No Build • PM Peak Hour Traffic Volumes

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Figure 9-8b

9.17.24

2030 No Build • PM Peak Hour Traffic Volumes

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Figure 9-8c

9.17.24

2030 Build AM • Peak Hour Traffic Volumes

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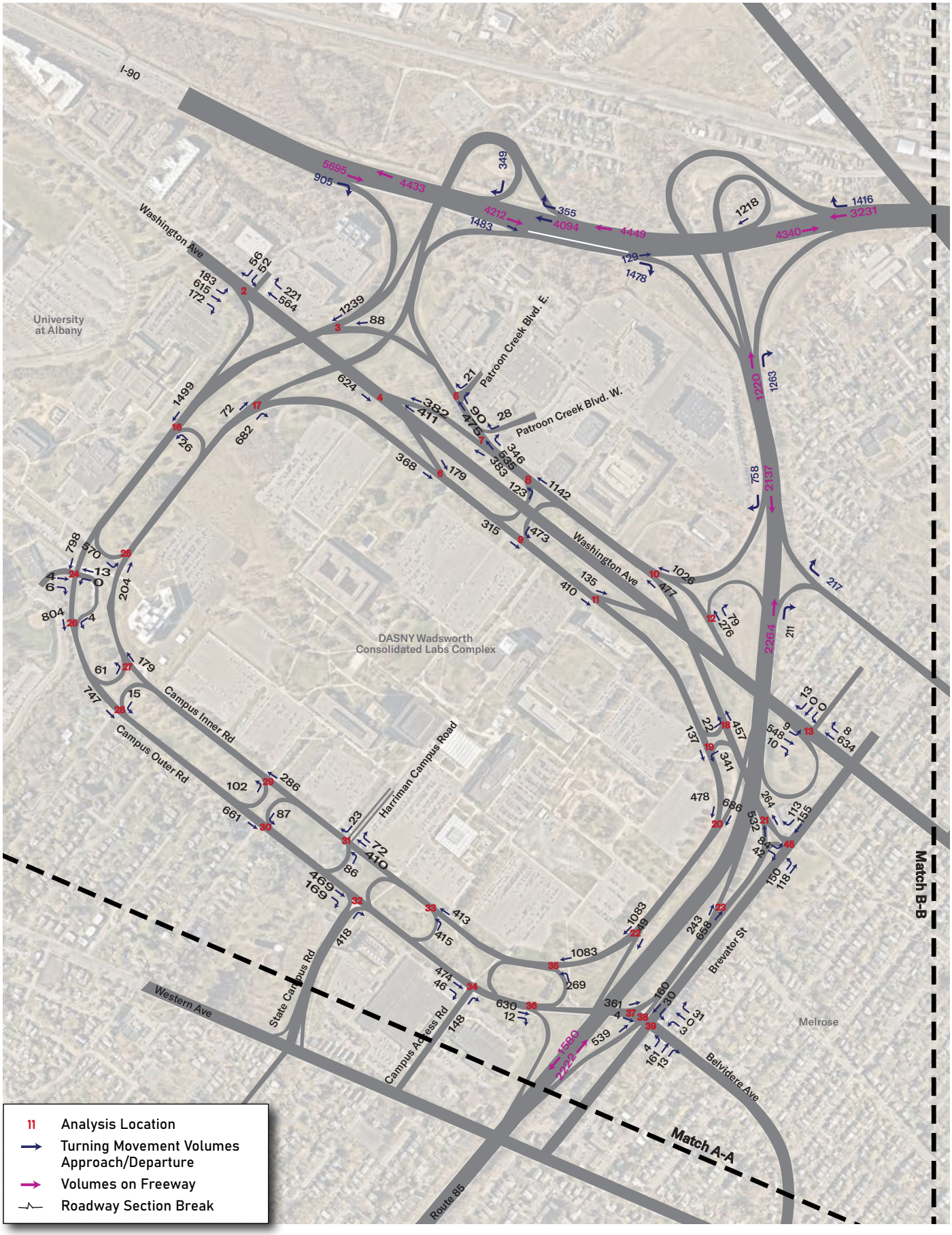
Figure 9-9a

9.17.24



2030 Build AM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-9b

2030 Build AM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-9c

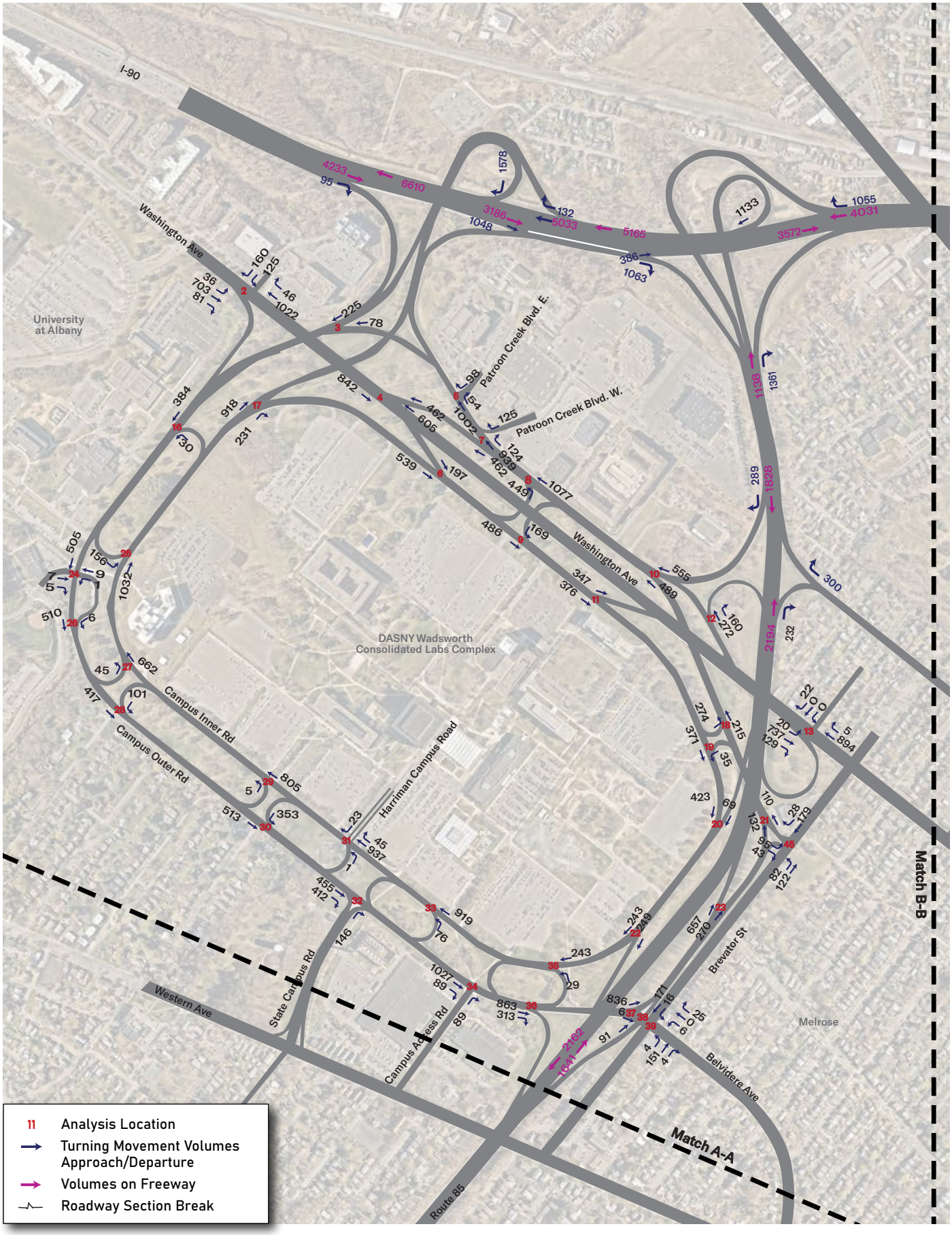
9.17.24

2030 Build PM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-10a

9.17.24



2030 Build PM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-10b

9.17.24

2030 Build PM • Peak Hour Traffic Volumes

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 9-10c

that operate at LOS E and F without the Proposed Project would continue to operate at similar LOS E and LOS F conditions with the Proposed Project.

In the AM peak hour, of the 93 approach/movement groups analyzed:

- 88 would not experience any change in LOS from No Build to Build conditions,
- Five (5) would have a decrease in LOS, but none of these would experience a degradation that would constitute a significant adverse impact.

In the PM peak hour, of the 93 approach/movement groups analyzed:

- 87 would not experience any change in LOS from No Build to Build conditions,
- Six (6) would have a decrease in LOS, but none of these would experience a degradation that would constitute a significant adverse impact.

Therefore, the Proposed Project would not result in significant adverse impacts to intersection operations.

Table 9-13
2030 No Build vs. Build LOS Analysis
Intersection Weekday AM

Approach		2030 No Build AM				2030 Build AM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
1. Central Avenue and Colvin Avenue (Signalized)									
Central Avenue	Eastbound	L	0.02	11.3	B	L	0.03	11.4	B
		TR	0.58	23.7	C	TR	0.62	25.4	C
	Westbound	L	0.30	12.7	B	L	0.35	13.2	B
		TR	0.27	13.0	B	TR	0.27	13.0	B
Colvin Avenue	Northbound	L	0.62	45.7	D	L	0.62	45.7	D
		TR	0.45	39.7	D	TR	0.45	39.7	D
	Southbound	L	0.23	40.1	D	L	0.23	40.1	D
		TR	0.24	42.4	D	TR	0.24	42.4	D
		Intersection		23.8	C	Intersection		24.5	C
2. Washington Avenue and Campus Access Road/Washington Medical Arts Driveway (Signalized)									
Washington Avenue	Eastbound	L	0.40	4.9	A	L	0.40	4.9	A
		T	0.23	2.7	A	T	0.24	2.7	A
		R	0.14	0.6	A	R	0.14	0.6	A
	Westbound	TR	0.37	7.5	A	TR	0.37	7.5	A
Washington Medical Arts Driveway	Southbound	**L**	**0.50**	**62.8**	**E**	**L**	**0.50**	**62.8**	**E**
		R	0.22	9.2	A	R	0.22	9.2	A
		Intersection		7.2	A	Intersection		7.2	A
4. Washington Avemue and Campus Access Road WB On-Ramp to Washington Ave. (Unsignalized)									
Washington Avenue Ramp	Southbound	R	0.55	15.0	B	R	0.55	15.0	B
		Intersection		4.3	A	Intersection		4.3	A
5. Campus Access Road and Patroon Creek Blvd (West) (Unsignalized)									
Patroon Creek Blvd (West)	Southbound	R	0.04	9.6	A	R	0.04	9.6	A
		Intersection		0.4	A	Intersection		0.4	A
6. Campus Access Road and Washington Avenue EB Off-Ramp (Unsignalized)									
Washington Avenue EB Off-Ramp	Southbound	L	0.23	10.6	B	L	0.24	10.7	B
		Intersection		3.3	A	Intersection		3.4	A
7. Campus Access Road and Patroon Creek Blvd (East)/Ramp to Washington Avenue WB (Unsignalized)									
Patroon Creek Blvd (East)	Southbound	R	0.08	11.5	B	R	0.08	11.5	B

Table 9-13
2030 No Build vs. Build LOS Analysis
Intersection Weekday AM

Approach		2030 No Build AM				2030 Build AM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
		Intersection		0.5	-	Intersection		0.5	-
8. Campus Access Road Westbound and U-Turn near Lot N (Unsignalized)									
U-Turn near Lot N	Northbound	L	0.20	12.0	B	L	0.20	12.0	B
		Intersection		1.1	A	Intersection		1.1	A
9. Campus Access Road Eastbound and U-Turn near Lot N (Unsignalized)									
U-Turn near Lot N	Southbound	L	0.65	16.5	C	L	0.66	16.6	C
		Intersection		10.3	B	Intersection		10.3	B
10. Campus Access Road Westbound and Route 85 Southbound Off-Ramp/Washington Avenue Ramp (Unsignalized)									
Washington Avenue Ramp	Northbound	**L**	**0.86**	**55.4**	**F**	**L**	**0.86**	**55.4**	**F**
		Intersection		14.9	B	Intersection		14.9	B
13. Washington Avenue and Route 85 NB Ramp/Victor Street (Unsignalized)									
Washington Avenue	Eastbound	LTR	0.01	9.5	A	LTR	0.01	9.5	A
Victor Street	Southbound	LR	0.03	10.9	B	LR	0.03	10.9	B
		Intersection		0.2	-	Intersection		0.2	-
14. Washington Avenue and Colvin Avenue (Signalized)									
Washington Avenue	Eastbound	LT	0.38	7.5	A	LT	0.38	7.5	A
	Westbound	TR	0.36	7.0	A	TR	0.37	7.1	A
Colvin Avenue	Southbound	L	0.48	29.6	C	L	0.48	29.6	C
		R	0.25	25.0	C	R	0.30	26.0	C
		Intersection		10.2	B	Intersection		10.4	B
15. Washington Avenue and Manning Boulevard (Signalized)									
Washington Avenue	Eastbound	L	0.13	9.3	A	L	0.13	9.4	A
		TR	0.49	14.7	B	TR	0.49	14.7	B
	Westbound	L	0.08	9.0	A	L	0.08	9.0	A
		TR	0.42	17.8	B	TR	0.43	18.0	B
Manning Boulvard	Northbound	L	0.53	20.8	C	L	0.53	20.8	C
		TR	0.26	21.0	C	TR	0.26	21.0	C
	Southbound	L	0.05	13.5	B	L	0.05	13.5	B
		T	0.39	29.6	C	T	0.39	29.6	C
		R	0.36	29.3	C	R	0.36	29.3	C
		Intersection		17.8	B	Intersection		17.9	B
16. Campus Access Road Southbound and U-turn near Lot Y (Unsignalized)									
U-Turn near Lot Y	Westbound	L	0.08	14.0	B	L	0.08	14.8	B
		Intersection		0.2	A	Intersection		0.2	A
18. Campus Access Road Northbound and U-Turn near Lot P (Unsignalized)									
U-Turn near Lot P	Eastbound	L	0.03	9.9	A	L	0.03	9.9	A
		Intersection		0.4	A	Intersection		0.4	A
19. Campus Access Road Southbound and U-Turn near Lot P (Unsignalized)									
U-Turn near Lot P	Westbound	L	0.20	9.8	A	L	0.41	11.4	B
		Intersection		5.2	A	Intersection		7.8	A
20. Campus Access Road Southbound and Route 85 Southbound Off-Ramp (Unsignalized)									
Route 85 Southbound Off-Ramp	Westbound	L	0.44	11.8	B	L	0.91	34.3	D
		Intersection		6.3	A	Intersection		20.1	C
21. Harriman Campus Outer Ring and Brevator Street (Unsignalized)									
Harriman Campus Outer Ring Connector Ramp	Eastbound	LR	0.54	28.0	D	LR	0.57	30.6	D
Brevator Street	Westbound	R	0.38	11.8	B	R	0.49	13.8	B

Table 9-13
2030 No Build vs. Build LOS Analysis
Intersection Weekday AM

Approach		2030 No Build AM				2030 Build AM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Harriman Campus Outer Ring	Northbound	L	0.18	8.5	A	L	0.19	8.7	A
		Intersection		7.8	-	Intersection		7.9	-
24. Campus Access Road and Justice Drive (Unsignalized)									
Justice Drive	Eastbound	TR	0.05	18.6	B	TR	0.06	20.1	C
	Westbound	LT	0.05	17.8	B	LT	0.05	19.3	B
Campus Access Road	Southbound	T	0.27	5.7	A	T	0.32	5.7	A
		Intersection		6.2	A	Intersection		6.1	A
25. Campus Access Road Northbound and U-Turn near ETEC (Unsignalized)									
U-Turn near Lot ETEC	Southbound	FREE MERGE							
26. Soc Ring Road and Transit Stop Merge (Unsignalized)									
Transit Stop Merge	Westbound	L	0.01	10.8	B	L	0.01	10.7	B
		Intersection		0.1	A	Intersection		0.0	A
27. Campus Access Road Westbound and U-Turn near Lot H (Unsignalized)									
U-Turn near Lot H	Northbound	L	0.12	9.5	A	L	0.12	9.5	A
		Intersection		3.4	A	Intersection		3.4	A
28. Soc Ring Road Eastbound and U-Turn near Lot H (Unsignalized)									
U-Turn near Lot H	Southbound	L	0.03	10.3	B	L	0.04	10.7	B
		Intersection		0.3	A	Intersection		0.3	A
29. Campus Access Road Westbound and U-Turn near Lot G (Unsignalized)									
U-Turn near Lot G	Northbound	L	0.17	9.9	A	L	0.17	9.9	A
		Intersection		3.1	A	Intersection		3.1	A
30. Soc Ring Road Eastbound and U-Turn near Lot F (Unsignalized)									
U-Turn near Lot F	Southbound	L	0.16	10.8	B	L	0.17	11.3	B
		Intersection		1.6	A	Intersection		1.4	A
31. Campus Access Road Westbound and U-Turn near Lot E/Harriman Campus Road (Unsignalized)									
U-Turn near Lot E	Northbound	L	0.12	10.5	B	L	0.12	10.5	B
Harriman Campus Road	Southbound	R	0.04	9.7	A	R	0.04	9.7	A
		Intersection		1.8	A	Intersection		1.8	A
32. Soc Ring Road Eastbound and State Campus Road/U-Turn near Lot E (Unsignalized)									
State Campus Road	Northbound	R	0.60	16.3	C	R	0.64	18.3	C
U-Turn near Lot E	Southbound	L	0.02	8.0	A	L	0.02	8.1	A
		Intersection		7.4	A	Intersection		7.4	A
33. Campus Access Road Westbound and U-Turn near Lot D (Unsignalized)									
U-Turn near Lot D	Northbound	L	0.58	15.4	C	L	0.58	15.4	C
		Intersection		7.6	A	Intersection		7.6	A
34. Campus Access Road Eastbound and Campus Access Road Northbound/U-Turn near Lot C (Unsignalized)									
Campus Access Road	Northbound	R	0.29	11.1	B	R	0.43	13.2	B
U-Turn near Lot C	Southbound	L	0.04	9.6	A	L	0.04	10.1	B
		Intersection		3.6	A	Intersection		4.5	A
35. Campus Access Road Westbound and U-Turn near Lot C (Unsignalized)									
U-Turn near Lot C	Northbound	L	0.15	10.5	B	L	0.50	16.9	C
		Intersection		1.7	A	Intersection		3.4	A
37. Campus Access Road EB/Harriman Campus Outer Ring and Belvidere Ave (Signalized)									
Campus Access Road EB	Eastbound	TR	0.36	14.9	B	TR	0.36	14.9	B
Belvidere Avenue	Northbound	L	0.02	16.2	B	L	0.02	16.2	B
		Intersection		14.9	B	Intersection		14.9	B

Table 9-13
2030 No Build vs. Build LOS Analysis
Intersection Weekday AM

Approach		2030 No Build AM				2030 Build AM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
38. Route 85 NB Off-Ramp and Belvidere Avenue (Signalized)									
Belvidere Avenue	Eastbound	T	0.01	1.2	A	T	0.01	1.2	A
	Westbound	TR	0.02	31.0	C	TR	0.02	31.0	C
Route 85 NB Off-Ramp	Northbound	T	0.56	12.2	B	T	0.74	16.8	B
		Intersection		12.3	B	Intersection		16.8	B
39. Brevator Street and Belvidere Avenue (Signalized)									
Belvidere Avenue	Eastbound	R	0.01	0.0	A	R	0.01	0.0	A
	Westbound	L	0.01	12.3	B	L	0.01	12.3	B
		TR	0.04	0.1	A	TR	0.04	0.1	A
Brevator Street	Northbound	L	0.07	24.8	C	L	0.07	24.8	C
		TR	0.26	8.2	A	TR	0.26	8.2	A
	Southbound	L	0.13	14.0	B	L	0.13	14.0	B
		T	0.40	16.4	B	T	0.40	16.4	B
		Intersection		11.6	B	Intersection		11.6	B
40. Western Avenue and Tudor Road/Magazine Street (Signalized)									
Western Avenue	Eastbound	LTR	0.35	6.0	A	LTR	0.36	6.1	A
	Westbound	LTR	0.27	5.6	A	LTR	0.27	5.6	A
Magazine Street	Northbound	LTR	0.46	24.8	C	LTR	0.46	24.8	C
Tudor Road	Southbound	LTR	0.13	10.9	B	LTR	0.13	10.9	B
		Intersection		7.3	A	Intersection		7.3	A
41. Western Avenue and Hillcrest Avenue/State Campus Road (Signalized)									
Western Avenue	Eastbound	LTR	0.69	13.4	B	LTR	0.70	13.7	B
	Westbound	LTR	0.30	4.5	A	LTR	0.30	4.5	A
Hillcrest Avenue	Northbound	LTR	0.58	24.8	C	LTR	0.58	24.8	C
State Campus Road	Southbound	L	0.16	19.9	B	L	0.16	19.9	B
		T	0.02	16.7	B	T	0.02	16.7	B
		R	0.25	5.2	A	R	0.25	5.2	A
		Intersection		11.5	B	Intersection		11.7	B
42. Western Avenue and Campus Access Road (Signalized)									
Western Avenue	Eastbound	LT	0.37	7.6	A	LT	0.40	7.8	A
	Westbound	TR	0.27	5.7	A	TR	0.28	5.7	A
Campus Access Road	Southbound	L	0.17	24.4	C	L	0.17	24.4	C
		R	0.04	12.5	B	R	0.04	12.5	B
		Intersection		7.2	A	Intersection		7.3	A
43. Western Avenue and Brevator Street (Signalized)									
Western Avenue	Eastbound	LT	0.54	9.8	A	LT	0.54	9.8	A
	Westbound	TR	0.34	3.3	A	TR	0.35	3.4	A
Brevator Avenue	Southbound	L	0.32	22.5	C	L	0.32	22.5	C
		R	0.45	24.8	C	R	0.45	24.8	C
		Intersection		9.3	A	Intersection		9.3	A
44. Western Avenue and Belvidere Avenue/Holmes Dale (Signalized)									
Western Avenue	Eastbound	LTR	0.38	3.7	A	LTR	0.38	3.7	A
	Westbound	LTR	0.27	6.7	A	LTR	0.28	6.7	A
Holmes Dale	Northbound	LTR	0.03	25.6	C	LTR	0.03	25.6	C
Belvidere Avenue	Southbound	LTR	0.19	26.8	C	LTR	0.19	26.8	C
		Intersection		5.5	A	Intersection		5.5	A

Notes: L=Left, T=Through, R = Right
Bold indicates LOS E or F conditions

Table 9-14
2030 No Build vs. Build LOS Analysis
Intersection Weekday PM

Approach		2030 No Build PM				2030 Build PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
1. Central Avenue and Colvin Avenue (Signalized)									
Central Avenue	Eastbound	L	0.12	16.8	B	L	0.12	16.9	B
		TR	0.94	50.2	D	TR	0.94	51.7	D
	Westbound	L	0.71	39.5	D	L	0.71	39.7	D
		TR	0.64	29.4	C	TR	0.65	29.6	C
Colvin Avenue	Northbound	**L**	**0.85**	**58.6**	**E**	**L**	**0.88**	**62.1**	**E**
		TR	0.79	53.6	D	TR	0.78	52.2	D
	Southbound	L	0.36	35.6	D	L	0.36	35.6	D
		TR	0.62	46.1	D	TR	0.62	46.1	D
		Intersection		42.9	D	Intersection		43.7	D
2. Washington Avenue and Campus Access Road/Washington Medical Arts Driveway (Signalized)									
Washington Avenue	Eastbound	L	0.12	4.7	A	L	0.12	4.8	A
		T	0.30	4.7	A	T	0.30	4.7	A
		R	0.08	1.0	A	R	0.08	1.0	A
	Westbound	TR	0.52	12.3	B	TR	0.52	12.3	B
Washington Medical Arts Driveway	Southbound	**L**	**0.69**	**65.1**	**E**	**L**	**0.69**	**65.1**	**E**
		R	0.44	21.8	C	R	0.44	22.0	C
		Intersection		13.5	B	Intersection		13.5	B
4. Washington Avemue and Campus Access Road WB On-Ramp to Washington Ave. (Unsignalized)									
Washington Avenue Ramp	Southbound	**R**	**0.93**	**44.5**	**E**	**R**	**0.94**	**47.0**	**E**
		Intersection		12.3	B	Intersection		13.1	B
5. Campus Access Road and Patroon Creek Blvd (West) (Unsignalized)									
Patroon Creek Blvd (West)	Southbound	R	0.19	11.7	B	R	0.19	11.7	B
		Intersection		1.1	A	Intersection		1.1	A
6. Campus Access Road and Washington Avenue EB Off-Ramp (Unsignalized)									
Washington Avenue EB Off-Ramp	Southbound	L	0.32	12.5	B	L	0.32	12.5	B
		Intersection		2.8	A	Intersection		2.7	A
7. Campus Access Road and Patroon Creek Blvd (East)/Ramp to Washington Avenue WB (Unsignalized)									
Patroon Creek Blvd (East)	Southbound	R	0.45	21.2	C	R	0.45	21.2	C
		Intersection		2.0	-	Intersection		2.0	-
8. Campus Access Road Westbound and U-Turn near Lot N (Unsignalized)									
U-Turn near Lot N	Northbound	**L**	**0.98**	**54.4**	**F**	**L**	**0.99**	**57.9**	**F**
		Intersection		19.0	C	Intersection		20.4	C
9. Campus Access Road Eastbound and U-Turn near Lot N (Unsignalized)									
U-Turn near Lot N	Southbound	L	0.29	11.8	B	L	0.29	11.8	B
		Intersection		2.8	A	Intersection		2.8	A
10. Campus Access Road Westbound and Route 85 Southbound Off-Ramp/Washington Avenue Ramp (Unsignalized)									
Washington Avenue Ramp	Northbound	L	0.43	14.2	B	L	0.43	14.2	B
		Intersection		7.0	A	Intersection		7.0	A
13. Washington Avenue and Route 85 NB Ramp/Victor Street (Unsignalized)									
Washington Avenue	Eastbound	LTR	0.03	10.2	B	LTR	0.03	10.2	B
Victor Street	Southbound	LR	0.06	12.3	B	LR	0.06	12.3	B
		Intersection		0.4	-	Intersection		0.4	-
14. Washington Avenue and Colvin Avenue (Signalized)									
Washington Avenue	Eastbound	LT	0.62	13.6	B	LT	0.64	14.0	B

Table 9-14
2030 No Build vs. Build LOS Analysis
Intersection Weekday PM

Approach		2030 No Build PM				2030 Build PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
	Westbound	TR	0.53	10.9	B	TR	0.53	10.9	B
Colvin Avenue	Southbound	L	0.66	30.9	C	L	0.66	30.9	C
		R	0.49	26.2	C	R	0.49	26.2	C
		Intersection		15.8	B	Intersection		15.9	B
15. Washington Avenue and Manning Boulevard (Signalized)									
Washington Avenue	Eastbound	L	0.11	9.2	A	L	0.26	10.7	B
		TR	0.49	12.7	B	TR	0.50	13.1	B
	Westbound	L	0.04	8.6	A	L	0.03	8.7	A
		TR	0.59	19.4	B	TR	0.77	27.3	C
Manning Boulvard	Northbound	L	0.65	26.4	C	L	0.65	26.4	C
		TR	0.17	19.0	B	TR	0.17	19.0	B
	Southbound	L	0.04	13.4	B	L	0.04	13.4	B
		T	0.55	33.7	C	T	0.55	33.7	C
		R	0.57	37.8	D	R	0.57	37.8	D
		Intersection		19.5	B	Intersection		22.2	B
16. Campus Access Road Southbound and U-turn near Lot Y (Unsignalized)									
U-Turn near Lot Y	Westbound	L	0.05	9.5	A	L	0.05	9.5	A
		Intersection		1.0	A	Intersection		1.0	A
18. Campus Access Road Northbound and U-Turn near Lot P (Unsignalized)									
U-Turn near Lot P	Eastbound	L	0.53	13.5	B	L	0.53	13.5	B
		Intersection		8.3	A	Intersection		8.3	A
19. Campus Access Road Southbound and U-Turn near Lot P (Unsignalized)									
U-Turn near Lot P	Westbound	L	0.06	9.6	A	L	0.06	9.6	A
		Intersection		0.9	A	Intersection		0.9	A
20. Campus Access Road Southbound and Route 85 Southbound Off-Ramp (Unsignalized)									
Route 85 Southbound Off-Ramp	Westbound	L	0.10	9.4	A	L	0.10	9.4	A
		Intersection		1.4	A	Intersection		1.4	A
21. Harriman Campus Outer Ring and Brevator Street (Unsignalized)									
Harriman Campus Outer Ring Connector Ramp	Eastbound	LR	0.26	13.1	B	LR	0.34	14.5	B
Brevator Street	Westbound	R	0.11	9.0	A	R	0.11	9.0	A
Harriman Campus Outer Ring	Northbound	L	0.07	7.9	A	L	0.07	7.9	A
		Intersection		4.6	-	Intersection		5.5	-
24. Campus Access Road and Justice Drive (Unsignalized)									
Justice Drive	Eastbound	TR	0.07	18.4	B	TR	0.07	18.4	B
	Westbound	LT	0.04	17.7	B	LT	0.04	17.7	B
Campus Access Road	Southbound	T	0.24	5.8	A	T	0.24	5.8	A
		Intersection		6.3	A	Intersection		6.3	A
25. Campus Access Road Northbound and U-Turn near ETEC (Unsignalized)									
U-Turn near Lot ETEC	Southbound	FREE MERGE							
26. Soc Ring Road and Transit Stop Merge (Unsignalized)									
Transit Stop Merge	Westbound	L	0.01	10.8	B	L	0.01	10.8	B
		Intersection		0.1	A	Intersection		0.1	A
27. Campus Access Road Westbound and U-Turn near Lot H (Unsignalized)									
U-Turn near Lot H	Northbound	L	0.16	13.7	B	L	0.16	13.7	B
		Intersection		1.1	A	Intersection		1.1	A
28. Soc Ring Road Eastbound and U-Turn near Lot H (Unsignalized)									

Table 9-14
2030 No Build vs. Build LOS Analysis
Intersection Weekday PM

Approach		2030 No Build PM				2030 Build PM			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
U-Turn near Lot H	Southbound	L	0.20	10.7	B	L	0.20	10.7	B
		Intersection		2.3	A	Intersection		2.3	A
29. Campus Access Road Westbound and U-Turn near Lot G (Unsignalized)									
U-Turn near Lot G	Northbound	L	0.01	10.2	B	L	0.01	11.2	B
		Intersection		0.1	A	Intersection		0.1	A
30. Soc Ring Road Eastbound and U-Turn near Lot F (Unsignalized)									
U-Turn near Lot F	Southbound	L	0.73	22.2	C	L	0.78	24.9	C
		Intersection		9.5	A	Intersection		11.0	B
31. Campus Access Road Westbound and U-Turn near Lot E/Harriman Campus Road (Unsignalized)									
U-Turn near Lot E	Northbound	L	0.01	11.2	B	L	0.01	12.7	B
Harriman Campus Road	Southbound	R	0.06	10.8	B	R	0.07	12.1	B
		Intersection		0.4	A	Intersection		0.4	A
32. Soc Ring Road Eastbound and State Campus Road/U-Turn near Lot E (Unsignalized)									
State Campus Road	Northbound	R	0.28	13.0	B	R	0.28	13.2	B
U-Turn near Lot E	Southbound	L	0.31	9.1	A	L	0.94	32.2	D
		Intersection		2.0	A	Intersection		2.0	A
33. Campus Access Road Westbound and U-Turn near Lot D (Unsignalized)									
U-Turn near Lot D	Northbound	L	0.11	9.8	A	L	0.19	14.3	B
		Intersection		1.7	A	Intersection		0.8	A
34. Campus Access Road Eastbound and Campus Access Road Northbound/U-Turn near Lot C (Unsignalized)									
Campus Access Road	Northbound	R	0.18	12.0	B	R	0.24	15.1	C
U-Turn near Lot C	Southbound	L	0.15	11.0	B	L	0.18	12.6	B
		Intersection		1.1	A	Intersection		1.0	A
35. Campus Access Road Westbound and U-Turn near Lot C (Unsignalized)									
U-Turn near Lot C	Northbound	L	0.05	9.2	A	L	0.05	9.2	A
		Intersection		1.3	A	Intersection		1.3	A
37. Campus Access Road EB/Harriman Campus Outer Ring and Belvidere Ave (Signalized)									
Campus Access Road EB	Eastbound	TR	0.25	0.2	A	TR	0.36	0.3	A
Belvidere Avenue	Northbound	L	0.05	8.2	A	L	0.06	9.0	A
		Intersection		0.2	A	Intersection		0.3	A
38. Route 85 NB Off-Ramp and Belvidere Avenue (Signalized)									
Belvidere Avenue	Eastbound	T	0.04	22.5	C	T	0.07	23.3	C
	Westbound	TR	0.03	1.8	A	TR	0.04	2.0	A
Route 85 NB Off-Ramp	Northbound	T	0.06	0.1	A	T	0.06	0.1	A
		Intersection		1.6	A	Intersection		1.6	A
39. Brevator Street and Belvidere Avenue (Signalized)									
Belvidere Avenue	Eastbound	R	0.01	0.2	A	R	0.01	0.2	A
	Westbound	L	0.05	29.0	C	L	0.04	22.8	C
		TR	0.04	0.1	A	TR	0.04	0.1	A
Brevator Street	Northbound	L	0.03	18.2	B	L	0.04	19.0	B
		TR	0.21	12.2	B	TR	0.12	4.9	A
	Southbound	L	0.02	9.4	A	L	0.02	4.5	A
		T	0.14	7.8	A	T	0.12	3.5	A
		Intersection		9.5	A	Intersection		4.3	A
40. Western Avenue and Tudor Road/Magazine Street (Signalized)									
Western Avenue	Eastbound	LTR	0.31	5.3	A	LTR	0.31	5.0	A
	Westbound	LTR	0.43	6.3	A	LTR	0.44	6.1	A
Magazine Street	Northbound	LTR	0.46	30.6	C	LTR	0.48	31.6	C

Table 9-14
2030 No Build vs. Build LOS Analysis
Intersection Weekday PM

Approach		2030 No Build PM Lane Group	v/c Ratio	Delay (sec)	LOS	2030 Build PM Lane Group	v/c Ratio	Delay (sec)	LOS
Tudor Road	Southbound	LTR	0.08	13.9	B	LTR	0.09	14.3	B
		Intersection		7.3	A	Intersection		7.1	A
41. Western Avenue and Hillcrest Avenue/State Campus Road (Signalized)									
Western Avenue	Eastbound	LTR	0.48	9.9	A	LTR	0.48	10.2	B
	Westbound	LTR	0.46	9.4	A	LTR	0.47	5.0	A
Hillcrest Avenue	Northbound	LTR	0.17	12.8	B	LTR	0.17	12.5	B
State Campus Road	Southbound	L	0.23	18.7	B	L	0.22	18.2	B
		T	0.12	16.8	B	T	0.11	16.4	B
		R	0.70	23.2	C	R	0.73	24.3	C
		Intersection		12.4	B	Intersection		11.0	B
42. Western Avenue and Campus Access Road (Signalized)									
Western Avenue	Eastbound	LT	0.40	8.5	A	LT	0.40	8.9	A
	Westbound	TR	0.44	8.8	A	TR	0.45	9.2	A
Campus Access Road	Southbound	L	0.25	21.7	C	L	0.32	21.9	C
		R	0.11	8.6	A	R	0.10	8.5	A
		Intersection		9.2	A	Intersection		9.7	A
43. Western Avenue and Brevator Street (Signalized)									
Western Avenue	Eastbound	LT	0.41	7.7	A	LT	0.42	7.8	A
	Westbound	TR	0.39	10.1	B	TR	0.39	10.1	B
Brevator Avenue	Southbound	L	0.30	22.9	C	L	0.30	22.9	C
		R	0.35	23.7	C	R	0.35	23.7	C
		Intersection		10.5	B	Intersection		10.5	B
44. Western Avenue and Belvidere Avenue/Holmes Dale (Signalized)									
Western Avenue	Eastbound	LTR	0.29	5.4	A	LTR	0.30	5.3	A
	Westbound	LTR	0.32	6.2	A	LTR	0.32	6.2	A
Holmes Dale	Northbound	LTR	0.04	25.7	C	LTR	0.04	25.7	C
Belvidere Avenue	Southbound	LTR	0.15	25.8	C	LTR	0.15	25.8	C
		Intersection		6.3	A	Intersection		6.3	A

Notes: L=Left, T=Through, R = Right
Bold indicates LOS E or F conditions

Freeway Operations

The 2030 No Build and Build freeway segment operations are presented in **Table 9-15** and **Table 9-16** for the AM and PM peak hours, respectively. For the purpose of this analysis, traffic impacts for freeway segments are identified as: (1) any change in LOS D or better to LOS E or F; (2) any change from LOS E to LOS F; or (3) any increase of 10 percent or greater in density for LOS F.

As shown, all the freeway segments operating acceptably at LOS D or better would continue to operate acceptably at LOS D or better with the Proposed Project. Locations that operate at LOS E without the Proposed Project would continue to operate at similar LOS E conditions with the Proposed Project.

During the AM peak hour, of the 35 freeway segments analyzed:

- 31 would not experience any change in LOS from No Build to Build conditions
- Four (4) would have a decrease in LOS, but none of these would experience a degradation that would constitute a significant adverse impact.

During the PM peak hour, of the 35 freeway segments analyzed:

- 33 would not experience any change in LOS from No Build to Build conditions
- Two (2) would have a decrease in LOS, but none of these would experience a degradation that would constitute a significant adverse impact.

Therefore, the Proposed Project would not result in significant adverse impacts to freeway operations.

Table 9-15
2030 No Build vs. Build Conditions LOS Analysis
Freeway Segments Weekday AM

Interchange	Freeway Segment Type	No Build				Build			
		Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS	Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS
1. I-90 Westbound									
Exit 5 – Exit 4	Basic	55	0.75	30.7	D	55	0.79	32.1	D
Exit 4	Off Ramp	50	0.75	33.7	D	50	0.79	35.5	D
Exit 4	Basic	53	0.55	22.3	C	53	0.55	22.3	C
Exit 4 – Exit 3	Weaving	38	0.73	32.9	D	38	0.73	32.9	D
Exit 3	Basic	52	0.70	28.6	D	52	0.70	28.6	D
Exit 3	On ramp	54	0.57	23.2	C	54	0.57	23.2	C
Exit 3 – Exit 2	Basic	55	0.57	23.3	C	55	0.57	23.3	C
2. I-90 Eastbound									
Exit 2 – Exit 3	Basic	55	0.81	33.0	D	55	0.84	34.4	D
Exit 3	Off Ramp	55	0.79	32.3	D	55	0.82	33.5	D
Exit 4	Off Ramp	**50**	**0.92**	**41.3**	**E**	**50**	**0.94**	**42.4**	**E**
Exit 3 – Exit 4	Basic	55	0.70	28.5	D	55	0.70	28.5	D
Exit 3	On Ramp	50	0.73	32.7	C	50	0.73	32.7	C
Exit 4	On Ramp	51	0.70	31.0	C	51	0.70	31.0	C
Exit 4 – Exit 5	Basic	55	0.70	28.8	D	55	0.70	28.8	D
3. NY 85 Southbound									
I-90 Ramp	Basic	55	0.31	12.8	B	55	0.37	15.0	B
I-90 – Washington Avenue	Weaving	34	0.92	26.7	C	33	0.98	31.4	D
Washington Avenue	Basic	51	0.45	18.3	C	51	0.53	21.7	C
Washington Avenue – State Offices	Weaving	42	0.37	16.4	B	40	0.46	20.6	C
State Offices	Basic	54	0.39	16.1	B	54	0.39	16.1	B
State Offices	On Ramp	47	0.41	19.5	B	47	0.40	19.5	B
State Offices – Western Avenue	Weaving	43	0.32	14.2	B	43	0.32	14.1	B
Western Avenue	Basic	54	0.34	13.8	B	54	0.34	13.8	B
Western Avenue	On Ramp	47	0.36	17.1	B	47	0.36	17.1	B
Western Avenue – Krumkill Road	Basic	52	0.36	14.7	B	52	0.36	14.6	B
4. NY 85 Northbound									
Krumkill Road – Western Avenue	Basic	55	0.64	26.3	D	55	0.68	27.6	D
Western Avenue	Off Ramp	46	0.64	31.4	C	46	0.68	33.1	C
Western Avenue	Basic	50	0.63	25.6	C	50	0.66	27.1	D
Western Avenue – State Offices	Weaving	39	0.56	27.4	C	38	0.60	29.5	D
State Offices	Basic	54	0.59	24.2	C	54	0.59	24.2	C
State Offices	Weaving	46	0.64	30.9	C	46	0.64	30.9	C
Washington Avenue	Weaving	43	0.48	22.5	C	43	0.48	22.5	C
Washington Avenue	Basic	53	0.57	23.3	C	53	0.57	23.3	C
Washington Avenue	On Ramp	47	0.63	30.5	C	47	0.63	30.5	C
I-90	Off Ramp	45	0.62	31.2	B	45	0.62	31.2	B
I-90 Ramp	Basic	52	0.31	12.5	B	52	0.31	12.5	B

Table 9-16
2030 No Build vs. Build Conditions LOS Analysis
Freeway Segments Weekday PM

Interchange	Freeway Segment Type	No Build				Build			
		Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS	Travel Speed (miles/hour)	v/c Ratio	Density (pc/mi/ln)	LOS
1. I-90 Westbound									
Exit 5 - Exit 4	Basic	55	0.81	33.1	D	55	0.81	33.1	D
Exit 4	Off Ramp	50	0.81	36.2	D	50	0.81	36.2	D
Exit 4	Basic	53	0.64	26.2	D	53	0.64	26.2	D
Exit 4 - Exit 3	**Weaving**	**39**	**0.73**	**36.4**	**E**	**39**	**0.73**	**36.4**	**E**
Exit 3	Basic	52	0.83	34.3	D	52	0.83	34.3	D
Exit 3	On ramp	54	0.81	33.1	D	54	0.84	34.6	D
Exit 3 - Exit 2	Basic	55	0.79	32.4	D	55	0.82	33.7	D
2. I-90 Eastbound									
Exit 2 - Exit 3	Basic	55	0.53	21.6	C	55	0.53	21.6	C
Exit 3	Off Ramp	55	0.53	21.6	C	55	0.53	21.6	C
Exit 4	Off Ramp	51	0.68	30.1	D	51	0.68	30.1	D
Exit 3 - Exit 4	Basic	55	0.52	21.1	C	55	0.52	21.1	C
Exit 3	On Ramp	51	0.59	26.2	C	51	0.59	26.2	C
Exit 4	On Ramp	52	0.59	25.8	B	52	0.62	27.2	C
Exit 4 - Exit 5	Basic	55	0.56	23.0	C	55	0.59	24.1	C
3. NY 85 Southbound									
I-90 Ramp	Basic	55	0.25	10.2	A	55	0.25	10.2	A
I-90 - Washington Avenue	Weaving	37	0.59	20.2	C	37	0.59	20.2	C
Washington Avenue	Basic	52	0.44	17.9	B	52	0.44	17.9	B
Washington Avenue –State Offices	Weaving	44	0.37	16.6	B	44	0.37	16.6	B
State Offices	Basic	54	0.46	18.9	C	54	0.46	18.9	C
State Offices	On Ramp	47	0.53	25.7	C	47	0.53	25.7	C
State Offices - Western Avenue	Weaving	40	0.46	21.2	C	39	0.51	23.6	C
Western Avenue	Basic	53	0.48	19.8	C	53	0.52	21.1	C
Western Avenue	On Ramp	47	0.52	24.8	C	47	0.55	26.3	C
Western Ave-Krumkill Road	Basic	52	0.51	20.9	C	52	0.54	22.2	C
4. NY 85 Northbound									
Krumkill Road - Western Avenue	Basic	55	0.39	15.8	B	55	0.39	15.8	B
Western Avenue	Off Ramp	46	0.38	18.6	B	46	0.38	18.6	B
Western Avenue	Basic	50	0.36	14.7	B	50	0.36	14.7	B
Western Avenue - State Offices	Weaving	44	0.32	14.5	B	44	0.32	14.5	B
State Offices	Basic	55	0.38	15.5	B	55	0.38	15.5	B
State Offices	Weaving	47	0.54	26.0	C	47	0.62	29.9	C
Washington Avenue	Weaving	42	0.45	20.9	C	41	0.49	23.3	C
Washington Avenue	Basic	52	0.54	21.9	C	52	0.59	24.2	C
Washington Avenue	On Ramp	47	0.62	30.1	C	46	0.68	33.0	C
I-90	Off Ramp	45	0.62	30.8	B	45	0.67	33.7	C
I-90 Ramp	Basic	52	0.31	12.5	B	52	0.31	12.5	B

Public Transportation

The public transportation system has the capacity and availability to accommodate transit trips generated by the Proposed Project. In addition, the Proposed Project would not change

existing transit routes in the study area. Therefore, the Proposed Project would not result in significant adverse impacts to public transportation.

Pedestrian and Bicycle Conditions

The pedestrian and bicycle network has the capacity and availability to accommodate walking or bicycle trips generated by the Proposed Project. Therefore, the Proposed Project would not result in significant adverse impacts to pedestrian and bicycle conditions.

Proposed Project Site Plan

The Proposed Project site plan provides a main entrance for staff and visitors on the south side of the Project Site with a single entrance connecting to the inner Campus Access Road. Deliveries would occur via two driveways (one entry driveway and one exit driveway) located on the north side of the Project Site. The proposed site plan would reduce the number of driveways on the project frontage along the Campus Access Road inner ring road from eight driveways in existing conditions to three driveways with the Proposed Project. This reduction would benefit traffic operations along the Campus Access Road by reducing the friction associated with vehicles entering and exiting the roadway.

The Proposed Project would include approximately 930 parking spaces to accommodate staff and visitors. It is not expected that all staff would be on-site every day, and therefore it is anticipated there will be sufficient parking supply to accommodate parking demand at the Proposed Project.

As currently envisioned, the Proposed Project would include fencing around the perimeter, interior pedestrian pathways and new Americans with Disabilities Act (“ADA”)-compliant sidewalks around the Project Site. The proposed perimeter fencing and ADA-compliant sidewalks would promote pedestrian safety by directing pedestrians to existing crosswalks on the Campus Access Road and in adjacent Brevator Street neighborhoods, facilitating safe pedestrian passage to and from the Harriman Campus around the Project Site. The added ADA-compliant sidewalks would also facilitate safe access to new Capital District Transportation Authority bus stops that are expected to be located on the Campus Access Road near the future entrance to the Project Site.

Mitigation Measures

The Proposed Project would not result in significant adverse impacts to traffic and transportation conditions, including vehicle traffic, public transportation, or pedestrians and bicycles. Therefore, no mitigation measures are required.

CHAPTER 10. AIR QUALITY AND CLIMATE CHANGE

Introduction and Summary of Findings

This chapter examines the potential effects to Air Quality and Climate Change resulting from stationary sources (e.g., combustion exhausts from process steam boilers) and mobile sources (i.e., vehicles) associated with the Proposed Project. This chapter also includes an assessment of the Proposed Project's consistency with the New York State *Climate Leadership and Community Protection Act* ("CLCPA").

The analysis presented in this chapter uses conservative assumptions for the Proposed Project's use of natural gas-fired equipment. As discussed below, electric-powered ground source heat pumps and air source heat pumps would be the primary sources of heating, cooling, and hot water for the proposed building, but the Proposed Project would also include natural gas-fired boilers to provide supplemental heating and hot water on the coldest days of the year. The analysis presented in this chapter conservatively assumes the natural gas-fired boilers would operate continuously during the winter months (six months of the year); however, they are intended to operate much less frequently than that. Therefore, this air quality assessment provides conservative, worst-case projections of future criteria pollutant emissions and greenhouse gas ("GHG") emissions.

The Proposed Project would not result in significant adverse impacts to air quality or climate change. An analysis was performed of the emissions and dispersion of CO, nitrogen dioxide ("NO_2") and particulate matter ("PM," including both "PM_{10}" and "$PM_{2.5}$") from the Proposed Project's fossil fuel-fired stationary sources, which determined that such emissions would not result in a violation of the National Ambient Air Quality Standards ("NAAQS"). In addition, a mobile source screening analysis demonstrates that the Proposed Project would not cause adverse air quality impacts due to emissions of carbon monoxide ("CO") from mobile sources since the Proposed Project would not increase traffic volumes, reduce source-receptor distances, or change other existing conditions to such a degree as to jeopardize continued attainment of the NAAQS.

The Proposed Project would result in up to approximately 127 thousand metric tons of carbon dioxide equivalent emissions per year. The Proposed Project would consolidate the operations of the existing Wadsworth Center laboratories located in five separate facilities across the Capital Region to a single state-of-the-art laboratory building—replacing aging building facilities and centralizing transportation needs. Currently, there are no specific, reasonably foreseeable plans to re-tenant or reuse these sites, and the GHG emissions associated with these sites would be eliminated as the facilities are relocated to the Project Site. Furthermore, the Proposed Project would consolidate the energy usage at the existing facilities (including the existing fossil fuel systems and the electrical systems) into one centralized system that would be able to take advantage of newer equipment technologies and more efficient system designs. Consequently, the Proposed Project is anticipated to improve overall energy efficiency, reduce overall fuel usage, and result in a net GHG emissions reduction when compared to the existing facilities. Therefore, the Proposed Project would be consistent with the GHG emission reduction goals of the CLCPA.

Section 7(3) of the CLCPA also requires state agencies to consider impacts to disadvantaged communities in agency administrative decisions. The potential impacts to nearby disadvantaged communities are discussed in Chapter 6, "Environmental Justice," which

concludes that the Proposed Project would not result in disproportionate impacts to disadvantaged communities, consistent with the environmental justice goals of the CLCPA.

Existing Conditions

Air Quality

Air Quality Regulations, Standards, and Benchmarks

National and State Air Quality Standards

As required by the Clean Air Act ("CAA"), primary and secondary NAAQS have been established[1] for six major air pollutants: CO, NO_2, ozone, $PM_{2.5}$ and PM_{10}, sulfur dioxide ("SO_2"), and lead. The primary standards represent levels that are protective of public health, allowing an adequate margin of safety. The secondary standards are intended to protect the nation's welfare, and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the environment. The primary standards are generally either the same as the secondary standards or more restrictive. The NAAQS are presented in **Table 10-1**. The NAAQS for 3-hour SO_2 has also been adopted as the ambient air quality standard for New York State but is defined on a running 12-month basis rather than for calendar years only. New York State also has standards for total suspended particles, settleable particles and 24-hour and annual SO_2, which correspond to federal standards that have since been revoked or replaced, and for the noncriteria pollutants fluoride and hydrogen sulfide.

Effective December 2015, the United States Environmental Protection Agency ("USEPA") lowered the 2008 ozone NAAQS from 0.075 parts per million ("ppm") to 0.070 ppm. USEPA issued final area designations for the revised standard on April 30, 2018. USEPA has revised the NAAQS for $PM_{2.5}$, effective March 6, 2024. The revision included lowering the level of the annual $PM_{2.5}$ primary standard from the current level of 12 micrograms per cubic meter ("$\mu g/m^3$") to 9 $\mu g/m^3$ and retaining the level of the 24-hr primary and secondary standard at 35 $\mu g/m^3$. In addition, the PM_{10} 24-hour average primary and secondary standard was retained.

Federal ambient air quality standards do not exist for noncriteria pollutants; however, as previously mentioned, New York State Department of Environmental Conservation ("NYSDEC") has issued standards for two noncriteria compounds. NYSDEC has also developed a guidance document Division of Air Resources -1 ("DAR-1[2]" February 2021), which contains a compilation of annual and short term (1-hour) guideline concentrations for numerous other noncriteria compounds. The NYSDEC thresholds represent ambient levels that are considered safe for public exposure.

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[1] EPA. National Ambient Air Quality Standards. 40 CFR Part 50.

[2] NYSDEC. DAR-1: Guidelines for the Evaluation and Control of Ambient Air Contaminants Under Part 212. February 2021.

Table 10-1
National Ambient Air Quality Standards (NAAQS)

Pollutant	Primary		Secondary	
	ppm	µg/m3	ppm	µg/m3
Carbon Monoxide (CO)				
8-Hour Average	9(1)	10,000	None	
1-Hour Average	35(1)	40,000		
Lead				
Rolling 3-Month Average	NA	0.15	NA	0.15
Nitrogen Dioxide (NO_2)				
1-Hour Average(2)	0.100	188	None	
Annual Average	0.053	100	0.053	100
Ozone (O_3)				
8-Hour Average(3)	0.070	140	0.070	140
Respirable Particulate Matter (PM_{10})				
24-Hour Average(7)	NA	150	NA	150
Fine Respirable Particulate Matter ($PM_{2.5}$)				
Annual Mean(4)(8)	NA	9	NA	15
24-Hour Average(5)	NA	35	NA	35
Sulfur Dioxide (SO_2)				
1-Hour Average(6)	0.075	196	NA	NA
Maximum 3-Hour Average (1)	NA	NA	0.50	1,300

Notes: ppm – parts per million (unit of measure for gases only)
µg/m^3 – micrograms per cubic meter (unit of measure for gases and particles, including lead)
NA – not applicable
All annual periods refer to calendar year.
Standards are defined in ppm. Approximately equivalent concentrations in µg/m^3 are presented.
(1) Not to be exceeded more than once a year.
(2) 3-year average of the annual 98th percentile daily maximum 1-hr average concentration.
(3) 3-year average of the annual fourth highest daily maximum 8-hr average concentration.
(4) 3-year average of annual mean.
(5) Not to be exceeded by the annual 98th percentile when averaged over 3 years.
(6) 3-year average of the annual 99th percentile daily maximum 1-hr average concentration.
(7) Not to be exceeded more than once a year on average over 3 years.
(8) EPA has lowered the NAAQS from 12 µg/m^3, effective March 6, 2024.
Source: 40 CFR Part 50: National Primary and Secondary Ambient Air Quality Standards.

NAAQS Attainment Status and State Implementation Plans

The CAA, as amended in 1990, defines non-attainment areas (“NAA”) as geographic regions that have been designated as not meeting one or more of the NAAQS. When an area is designated as non-attainment by USEPA, the state is required to develop and implement a State Implementation Plan (“SIP”), which delineates how a state plans to achieve air quality that meets the NAAQS under the deadlines established by the CAA, followed by a plan for maintaining attainment status once the area is in attainment.

The Albany-Schenectady-Troy Metropolitan Area is currently in attainment of the 1997 annual average standard and the 2006 24-hour $PM_{2.5}$ NAAQS. As described above, EPA has revised the $PM_{2.5}$ standard. $PM_{2.5}$ attainment designations under the new standard are expected to be effective by May 2026. For areas designated as non-attainment, $PM_{2.5}$ SIPs would be due

by December 2027 and would be designed to meet the $PM_{2.5}$ standard by 2032, although this may be extended in some cases.

Effective June 13, 2012, USEPA designated the Albany-Schenectady-Troy Metropolitan Area as a marginal non-attainment area for the 1997 8-hour average ozone standard.

Albany County is currently in attainment of the annual average NO_2 standard. USEPA has designated the entire State of New York as "unclassifiable/attainment" of the 1-hour NO_2 standard effective February 29, 2012.

USEPA established a 1-hour SO_2 standard, replacing the former 24-hour and annual standards, effective August 23, 2010. EPA has designated the entire State of New York as in attainment for this standard, with the exception of a portion of St. Lawrence County as "nonattainment."

Existing Ambient Air Quality

Existing air quality at the project site is characterized based on pollutant concentrations measured by NYSDEC at air quality monitoring stations in the region. Representative concentrations are presented in **Table 10-2**. The values presented are consistent with the format of the NAAQS. The concentrations were obtained from the New York State Ambient Air Quality Report for 2022, the most recent report available.

Table 10-2
Representative Monitored Ambient Air Quality Data

Pollutant	Location	Units	Averaging Period	Concentrations	NAAQS
CO	Rochester	ppm	8-hour	0.7	9
			1-hour	0.89	35
SO_2	Rochester	$\mu g/m^3$	1-hour	4.28	196
PM_{10}	Rochester	$\mu g/m^3$	24-hour	42	150
$PM_{2.5}$	Albany	$\mu g/m^3$	Annual	7.9	9
			24-hour	20.5	35
NO_2	Rochester	$\mu g/m^3$	1-hour	58.8	188
			Annual	11.93	100
Lead	Rochester	$\mu g/m^3$	3-month	0.0016	0.15
O_3	Loudonville	ppm	8-hour	0.058	0.075

Notes:
(1) The CO concentration for the short-term average is the second-highest from the most recent year with available data.
(2) The SO_2 1-hour and NO_2 1-hour concentrations are the average of the 99th percentile and 98th percentile, respectively, of the highest daily 1-hour maximum from 2020 to 2022.
(3) The PM_{10} concentration for the short-term average is the highest from the most recent year with available data.
(4) $PM_{2.5}$ annual concentrations are the average of 2020-2022 annual concentrations, and the 24-hour concentration is the average of the annual 98th percentiles in the same period.
(5) The lead concentrations is based on the highest quarterly average concentration measured in 2022.
(6) The ozone concentration is based on average of the 4th highest daily maximum 8-hour average concentrations from 2020 to 2022.
Source: Annual New York State Ambient Air Quality Reports, NYSDEC (2020-2022).

As shown in **Table 10-2**, pollutant concentrations at the NYSDEC monitoring stations did not exceed the applicable NAAQS, which are defined and periodically reviewed and updated by USEPA under the CAA.

Determining the Significance of Air Quality Impacts

The State Environmental Quality Review Act ("SEQRA") regulations state that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large

or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.[3] In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS (see **Table 10-1**) would be deemed to have a potential significant adverse impact.

Climate Change

Policies and Regulations for Reducing GHG Emissions

Because of the growing consensus that GHG emissions resulting from human activity have the potential to profoundly impact the Earth's climate, countries around the world have undertaken efforts to reduce emissions by implementing global, regional, state, and local measures addressing energy consumption and production, land use, and other activities. The . USEPA is required to regulate GHGs under the CAA and has begun preparing and implementing regulations. Furthermore, a number of states have joined forces to fight climate change. Under the Regional Greenhouse Gas Initiative ("RGGI"), eleven northeastern and Mid-Atlantic states (including New York State) have committed to regulate the amount of CO_2 that power plants are allowed to emit, gradually reducing annual emissions to half the 2009 levels by 2020, and reducing an additional 30 percent from 2020 to 2030. The RGGI states have also announced plans to reduce GHG emissions from transportation, through the use of biofuel, alternative fuel, and efficient vehicles.

On a state level, the New York State Energy Plan outlines the state's energy goals and provides strategies and recommendations for meeting those goals. The latest version of the plan was published in June 2015. The plan outlines a vision for transforming the state's energy sector that would result in increased energy efficiency (both demand and supply), increased carbon-free power production and cleaner transportation, in addition to achieving other goals not related to GHG emissions. The 2015 plan also establishes new targets: (1) reducing GHG emissions in New York State by 40 percent, compared with 1990 levels, by 2030; (2) providing 50 percent of electricity generation in the state from renewable sources by 2030; and (3) increasing building energy efficiency gains by 600 trillion British thermal units ("BTU") by 2030.

In April 2019, New York State enacted the CLCPA to impose a mandate that statewide GHG emissions be reduced by 40 percent by 2030 and 85 percent by 2050, compared with 1990 levels.[4] The legislation charges DEC with establishing quantified GHG emission limits consistent with the statutory mandates, along with agency regulations to achieve those limits (in accordance with a scope prepared by a newly created body called the New York State Climate Action Council). The statute also calls for increasing generation from renewable energy sources and ensuring that significant portions of the benefits (both economic and non-economic) from sustainability investments are received by disadvantaged communities. Pursuant to these requirements, the New York State Climate Action Council prepared and approved a scoping plan on December 19, 2022.

The CLCPA also directs that "[i]n considering and issuing permits, licenses, and other administrative approvals and decisions, including but not limited to the execution of grants, loans, and contracts, all state agencies, offices, authorities, and divisions shall consider whether such decisions are inconsistent with or will interfere with the attainment of the statewide greenhouse

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[3] 6 N.Y.C.R.R. Part 617.7(c)(3).

[4] The GHG inventory performed by NYSERDA determined a statewide 1990 annual baseline emission total of 409.78 million metric tons (MMT) of CO2e. As established in 6 NYCRR Part 496, the statewide annual CO2e emission limits for 2030 and 2050 as 245.87 MMT and 61.47 MMT, respectively.

gas emissions limits established in article 75 of the environmental conservation law. Where such decisions are deemed to be inconsistent with or will interfere with the attainment of the statewide greenhouse gas emissions limits, each agency, office, authority, or division shall provide a detailed statement of justification as to why such limits/criteria may not be met, and identify alternatives or greenhouse gas mitigation measures to be required where such project is located."[5] Further, it states that when considering issuing permits, licenses, or other administrative decisions, "all state agencies, offices, authorities, and divisions shall not disproportionately burden disadvantaged communities[.]"[6]

The City of Albany adopted *Albany 2030* in April 2012—the City's first comprehensive planning document—that included the City's first Climate Action and Adaptation Plan ("CAAP") that identified several initiatives to reduce GHG emissions within the City and support a resilient community. In 2019, the City Council unanimously adopted an update and expansion to the 2012 CAAP, that guides the City towards its emissions reduction goals: 70 percent GHG reductions by 2035 compared to its 2009 baseline, and net zero emissions by 2045.

A number of benchmarks for energy efficiency and green building design have also been developed (green building design considerations include factors such as material selection, which affects GHG emissions associated with materials extraction, production, delivery, and disposal). For example, the LEED system is a benchmark for the design, construction, and operation of high-performance green buildings that includes energy efficiency components.

To ensure the construction of both sustainable and resilient development consistent with the City's goals, the City Council of Albany has also adopted the *Unified Sustainable Development Ordinance* ("USDO") in 2021. The USDO is a modernized zoning ordinance, designed to integrate land use regulations with sustainable best practices, such that, it incentivizes quality development that balances the interests of the community with protecting the City's natural environment.

Greenhouse Gases

GHGs are gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of infrared radiation emitted by the Earth's surface, the atmosphere, and clouds. The general warming of the Earth's atmosphere caused by this phenomenon is known as the "greenhouse effect." Water vapor, CO_2, nitrous oxide ("N_2O"), methane, and ozone are the primary GHGs in the Earth's atmosphere.

There are also a number of entirely anthropogenic GHGs in the atmosphere, such as halocarbons and other chlorine- and bromine-containing substances, which also damage the stratospheric ozone layer (and contribute to the "ozone hole"). Since these compounds are being replaced and phased out due to the 1987 Montreal Protocol, there is no need to address them in GHG assessments for most projects. Although ozone itself is also a major GHG, it does not need to be assessed as such at the project level since it is a rapidly reacting chemical and efforts are ongoing to reduce ozone concentrations as a criteria pollutant. Similarly, water vapor is of great importance to global climate change, but is not directly of concern as an emitted pollutant since the negligible quantities emitted from anthropogenic sources are inconsequential.

CO_2 is the primary pollutant of concern from anthropogenic sources. Although not the GHG with the strongest effect per molecule, CO_2 is by far the most abundant and, therefore, the most influential GHG. CO_2 is emitted from any combustion process (both natural and anthropogenic); from some industrial processes such as the manufacture of cement, mineral production, metal

[5] CLCPA § 7(2).
[6] CLCPA § 7(3).

production, and the use of petroleum-based products; from volcanic eruptions; and from the decay of organic matter. CO_2 is removed ("sequestered") from the lower atmosphere by natural processes such as photosynthesis and uptake by the oceans. CO_2 is included in any analysis of GHG emissions.

Methane and N_2O also play an important role since the removal processes for these compounds are limited and because they have a relatively high impact on global climate change as compared with an equal quantity of CO_2. Emissions of these compounds, therefore, are included in GHG emissions analyses when the potential for substantial emission of these gases exists. NYSDEC has identified six GHGs that could potentially be included in the scope of a GHG analysis: CO_2, N_2O, methane, hydrofluorocarbons ("HFCs"), perfluorocarbons ("PFCs"), and sulfur hexafluoride ("SF_6"). This analysis focuses mostly on CO_2, N_2O, and methane. There are no significant direct or indirect sources of HFCs, PFCs, or SF_6 associated with the Proposed Project.

To present a complete inventory of all GHGs, component emissions are added together and presented as CO_2 emissions—a unit representing the quantity of each GHG weighted by its effectiveness using CO_2 as a reference. This is achieved by multiplying the quantity of each GHG emitted by a factor called global warming potential ("GWP"). GWPs account for the lifetime and the radiative forcing[7] of each chemical over a period of 20 years (e.g., CO_2 has a much shorter atmospheric lifetime than SF_6, and therefore has a much lower GWP). The GWPs for the main GHGs discussed here are presented in **Table 10-3**.

Table 10-3
Global Warming Potential (GWP) for Major GHGs

Greenhouse Gas	20-year Horizon GWP
Carbon Dioxide (CO_2)	1
Methane (CH_4)	84
Nitrous Oxide (N_2O)	264
Hydrofluorocarbons (HFCs)	1 to 10,800
Perfluorocarbons (PFCs)	7 to 8,210
Sulfur Hexafluoride (SF_6)	17,500

Note: The GWPs presented above are based on the Intergovernmental Panel on Climate Change's ("IPCC") Fifth Assessment Report ("AR5") to maintain consistency in GHG reporting. The IPCC has since published updated GWP values that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2. In some instances, if combined emission factors were used from updated modeling tools, some slightly different GWP may have been used for this study. Since the emissions of GHGs other than CO_2 represent a very minor component of the emissions, these differences are negligible.
Source: 6 NYCRR Part 496

Methodology

Air Quality

Stationary Source Analysis

The Proposed Project's chilled water, high-pressure steam, and heating and hot water system would be generated in the Proposed Project's Central Utility Plant for distribution to the rest of the building.

[7] *Radiative forcing* is a measure of the influence a gas has in altering the balance of incoming and outgoing energy in the Earth-atmosphere system and is an index of the importance of the gas as a GHG.

Heating and Hot Water Systems

Ground source heat pumps would provide baseline heating and cooling for the facility (providing approximately 8 percent of the site capacity). Air source heat pumps would be used as the primary source of heating and cooling for the building. The ground source heat pumps and air source heat pumps would be electric-powered. However, during the coldest days of the year, natural gas-fired boilers would operate as needed to supplement the air source heat pumps or when the heat pumps are not able to operate. It was conservatively assumed as a reasonable worst-case scenario that natural gas-fired boilers would be utilized during the winter months, although they would likely operate much less frequently than that. The current design assumed five boilers, each rated at 12 million British thermal units per hour ("MMBtu/hr"). Up to four boilers would operate, with one spare.

Process Steam Boilers

Natural gas-fired boilers would operate to provide steam for laboratory operations, routed to process decontamination equipment (e.g., autoclaves, glass washers, and cage and rack washers). The boilers would be utilized to allow the needed loading and unloading capability as process needs vary. The current design assumed three boilers, each rated at 500 brake horsepower ("BHP"). Each boiler would be sized to provide 50 percent of the peak capacity, with up to two boilers operating and one spare.

Emergency Generators

The facility would include emergency generators that would be located in a separate building. A total of six natural gas-fired generators would be installed, each with a capacity of 25,238 cubic feet gas per hour ("CFH"). The generators would provide standby power to the Central Utility Plant ("CUP") to support critical infrastructure, including laboratory and vivarium air handling and exhaust fan equipment, process steam and heating boilers, chilled water and other systems.

The generators would only be used for emergency back-up purposes in the event of a loss of utility electric power, and would be operated periodically for maintenance and testing purposes. The emergency generators would be designed to meet the requirements of 40 CFR 60, Subpart JJJJ, which applies to stationary spark ignition internal combustion engines and includes emission limits and other requirements for equipment manufacturers, owners and operators. Internal combustion engines utilized as emergency generators are defined as an exempt source of emissions as defined in 6 N.Y.C.R.R. Part 201-3.2. Since the generators would only be used for very limited periods of time for testing outside of an actual emergency, no analysis of this equipment was performed.

Dispersion Analysis

An air quality impact analysis was conducted to evaluate potential impacts from the proposed facility's stationary sources. The analysis was performed for criteria pollutant emissions associated with natural gas combustion—CO, NO_2, and particulate matter (PM_{10} and $PM_{2.5}$).

The analysis was conducted using the methodology described in NYSDEC guidance document DAR-10.[8] The gas-fired heating hot water boilers and the process steam boilers would be located on the ground floor and exhaust to the roof above the central utility plant portion of the proposed laboratory building. $PM_{2.5}$, PM_{10}, NO_2, and CO concentrations were predicted using the American Meteorological Society/Environmental Protection Agency Regulated Model

[8] NYSDEC. DAR-10: Guidelines on Dispersion Modeling Procedures for Air Quality Impact Analysis. November 8, 2019.

("AERMOD") Version 23132.[9] AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources and source types. AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatment of the boundary layer theory and understanding of turbulence and dispersion, and includes handling of the plume interaction with terrain. AERMOD is EPA's preferred regulatory stationary source model.

AERMOD calculates pollutant concentrations from simulated sources (e.g., exhaust stacks) based on hourly meteorological data and surface characteristics, and has the capability to calculate pollutant concentrations at locations where the plume from the exhaust stack is affected by the aerodynamic wakes and eddies (downwash) produced by nearby structures. The analysis of potential impacts from exhaust stacks assumed stack tip downwash, urban dispersion and surface roughness length, and elimination of calms.

AERMOD incorporates the Plume Rise Model Enhancements ("PRIME") downwash algorithm, which is designed to predict concentrations in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). AERMOD also uses the Building Profile Input Program for PRIME ("BPIPPRM") to provide a detailed analysis of downwash influences on a direction-specific basis. BPIPPRM determines the projected building dimensions for modeling with the building downwash algorithm enabled. The modeling of plume downwash accounts for all obstructions within a radius equal to five obstruction heights of the stack.

For the analysis of the 1-hour average NO_2 concentration from the boilers, AERMOD's Ambient Ratio Method ("ARM2") module was used to analyze chemical transformation within the model. ARM2 uses predicted NO_x concentrations that are multiplied by a NO_2/NO_x ambient ratio that is derived from ambient monitoring data. The national default minimum and maximum ambient ratios of 0.5 and 0.9, respectively were used.

Five years of surface meteorological data collected at Albany International Airport from 2018–2022 as well as concurrent upper air data collected at Albany, New York were used in the analysis. This is the most recent five-year data set available from NYSDEC.

Emission Rates and Stack Parameters

The short-term emission rates (24-hours or less) were calculated by multiplying the heat input of each boiler in million British thermal units per hour ("MMBtu/hr") by an emission factor for natural gas in units of pounds per million British thermal units ("lb/MMBtu"). Emissions factors were obtained from EPA's AP-42.[10] $PM_{2.5}$ emissions include both the filterable and condensable components.

For the hot water boilers, it was assumed they would only operate during the winter months (from November through April), and that the equipment would run at 100 percent load 24 hours per day during this period. This is very conservative since under typical conditions, heat pumps would supply the proposed laboratory building's heating and hot water needs and the boilers would typically only operate to meet the proposed building's heat and hot water demand on the coldest days of the year. The annual emission rates for the steam boilers were calculated assuming the equipment would operate at a 20 percent utilization factor, based on the design estimate of the system's diversity.

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[9] EPA. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. Office of Air Quality Planning and Standards. EPA-454/B-23-008. Research Triangle Park, North Carolina. October 2023.

[10] EPA. *Compilations of Air Pollutant Emission Factors AP-42*. Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1. NC. http://www.epa.gov/ttn/chief/ap42. January 2011.

The exhausts from the boilers would be vented through individual stacks located 10 feet above the roof of the CUP portion of the proposed laboratory building. To calculate exhaust velocities, the fuel consumption rate of the equipment was multiplied by EPA's fuel factor for natural gas,[11] providing the exhaust flow rate at standard temperature; the flow rate was then corrected for the exhaust temperature, and exhaust velocity was calculated based on the stack diameter. The stack diameter and exhaust temperature for the proposed systems were based on design information and were used to calculate the exhaust velocity.

The emission rates and exhaust stack parameters used in the modeling analyses are presented in **Table 10-4.**

Table 10-4
Exhaust Stack Parameters and Emission Rates

Stack Parameter	Hot Water Boilers	Steam Boilers
Fuel	Natural Gas	Natural Gas
No. of Units (Operating/Spare)	4 / 1	2 / 1
Boiler Capacity (MMBTU/hr)	12	20
Stack Roof Height (ft)	27	27
Stack Height Above Building Tier (ft)	10	10
Stack Height (ft)	37	37
Stack Diameter (ft)(1)	1.83	2.17
Exhaust Velocity (ft/min)(1)	3,759	3,084
Exhaust Temperature (degrees Fahrenheit)(1)	140	365
Emission Rate (grams/second)		
CO (1-hour average)	0.12	0.21
CO (8-hour average)	0.12	0.21
NO_2 (1-hour average)	0.15	0.25
NO_2 (Annual average)	0.074	0.049
PM_{10} (24-hour average)	0.011	0.019
$PM_{2.5}$ (24-hour average)	0.011	0.019
$PM_{2.5}$ (Annual average)	0.0056	0.0038

Note: (1) Stack parameters based on design information provided.

Based on the capacities of the proposed heating, hot water and process steam boilers, they are classified as regulated sources of emissions and would be subject to the permitting requirements under 6 *N.Y.C.R.R.* Part 201. Based on the current emission estimates, it is anticipated that either an Air Facility Registration or State Facility Air Permit would be required to construct and operate this equipment.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the modeled concentrations from the emission sources were added to a background value that accounts for existing pollutant concentrations from other sources (see **Table 10-5**). The background levels are based on concentrations monitored at the nearest NYSDEC ambient air monitoring stations over the most recent three-year period for which data are available (2020–2022), consistent with NYSDEC DAR-10.

[11] EPA. *Standards of Performance for New Stationary Sources.* 40 CFR Chapter I Subchapter C Part 60. Appendix A-7, Table 19-2. 2013.

Table 10-5
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration (µg/m³)	NAAQS
NO_2	1-hour	Rochester Near Road	58.76	188 µg/m³
	Annual		11.93	100 µg/m³
$PM_{2.5}$	24-hour	Albany	20.5	35 µg/m³
	Annual		7.9	9 µg/m³
PM_{10}	24-hour	Rochester	35.25	150 µg/m³
CO	1-hour	Rochester Near Road	1.16	35 ppm
	8-hour		1.2	9 ppm

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2020–2022.

Receptor Placement

In accordance with DAR-10, ground-level discrete receptors were placed in a grid surrounding the Project Sites to assess the potential air quality impacts at locations throughout the study area. These receptors were spaced as follows:

- 70 meter ("m") spacing from the Project Site out to a distance of 1 kilometer ("km")
- 100 m spacing from 1 km to 2 km
- 250 m spacing from 2 km to 5 km
- 500 m spacing from 5 km to 10 km

A total of 4,800 receptors were modeled. Due to the relatively low stack height, exhaust velocities and temperatures of the proposed boiler systems, modeling receptors at distances further than 10 km was not considered necessary since maximum pollutant concentrations would occur well within this distance.

Mobile Source Screening Analysis

The mobile source assessment is focused on potential air quality effects of CO and PM emissions that could result from the increase in traffic from the Proposed Project. The assessment follows the procedures outlined in New York State Department of Transportation's ("NYSDOT") *The Environmental Manual ("TEM")*.

CO Screening Criteria

Screening criteria described in the *TEM* were employed to determine whether the Proposed Project requires a detailed air quality analysis at the study intersections identified in the traffic analysis for the Proposed Project presented in Chapter 9, "Traffic and Transportation." The following multi step procedure is suggested in the *TEM* to determine if there is the potential for CO impacts from the Proposed Project:

Level of Service ("LOS") Screening: If the Build condition LOS is A, B, or C,[12] no air quality analysis is required. For intersections operating at LOS D or worse, proceed to Capture Criteria.

Capture Criteria: If the Build condition LOS is at D, E, or F, then the following Capture Criteria should be applied at each intersection to determine if an air quality analysis may be warranted:

- a 10 percent or more reduction in the distance between source and receptor (e.g., street or highway widening); or

[12] Please refer to Chapter 9, "Traffic and Transportation," for LOS definitions.

- a 10 percent or more increase in traffic volume on affected roadways for the Build year; or
- a 10 percent or more increase in vehicle emissions for the Build year; or
- any increase in the number of queued lanes for the Build year; it is not expected that intersections in the Build condition controlled by stop signs would require an air quality analysis; or
- a 20 percent reduction in speed when Build average speeds are below 30 miles per hour (mph).

If a Project does not meet any of the above criteria, a microscale analysis is not required. Should any one of the above Capture Criteria be met, a Volume Threshold Screening is performed using traffic volume and emission factor data to compare with specific volume thresholds established in *TEM*. The Volume Thresholds (provided in the *TEM*) establish traffic volumes under which a violation of the NAAQS for CO is extremely unlikely. This approach uses region-specific emissions data to determine corresponding vehicle thresholds.

Both the Capture Criteria and Volume Threshold Screening were developed by NYSDOT to be conservative air quality estimates based on worst-case assumptions. *TEM* states that if the project-related traffic volumes are below the Volume Threshold criteria, then a microscale air quality analysis is unnecessary even if the other Capture Criteria are met for a location with LOS D or worse, since a violation of the NAAQS would be extremely unlikely.

Particulate Matter Microscale Analysis

According to NYSDOT's guidance for PM, microscale screening and analysis should be based on the EPA's *Transportation Conformity Guidance to Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas*. This EPA guidance lists the types of projects that could be of concern for PM. These projects include those that have a substantial number or would substantially increase the number of diesel vehicles. Since the current vehicle mix in the study area is not expected to change as a result of the Proposed Project, an analysis of potential PM emissions is not warranted.

Mesoscale Analysis

A mesoscale air quality analysis is not warranted for this Project since it would not noticeably increase regional traffic volumes or change other existing conditions to substantially affect emissions in the study area.

Greenhouse Gas Emissions

Building Operational Emissions

The Proposed Project is currently anticipated to utilize electric-powered equipment (air source heat pumps) to provide heating and cooling to the proposed building but would utilize natural gas-fired boilers to provide supplemental heating and process steam. Additionally, the Proposed Project would include six natural gas-fired emergency generators, as described above.

Estimates of emissions for the fully electric building systems were prepared for the Proposed Project assuming electricity usage for all uses (space heating and cooling, ventilation, water heating, lighting, refrigeration, cooking, equipment, and computing) in all spaces for the Proposed Project. Emissions were conservatively estimated using emission factors representative of the current electricity grid for the Northeast Power Coordinating Council, Inc. ("NPCC") Upstate NY ("NYUP") electric grid based on EPA's eGRID database for 2022, and do not include New York State's goals to achieve a 100 percent renewable electrical grid. Therefore, GHG emissions are anticipated to be much less than those presented as the emission factors for the regional electric grid are reduced.

GHG emissions from annual on-site fossil fuel usage were calculated based on fuel consumption for the process steam boiler system, operation of the supplemental heating boiler system, and the maintenance and testing of the emergency generators. Consistent with the assumptions for the air quality analysis, annual fuel consumption assumed that the supplemental heating boiler system would be used 6 months of the year, and the process steam boiler system would operate at an average load of 20 percent. The quantity of fuel was then multiplied by a unit-specific CO_2 emission factor of 54.44 grams per standard cubic foot ("g/scf") of natural gas—taken from EPA's Emission Factors for Greenhouse Gas Inventories. In order to develop CO_2e emission factors, emission factors of N_2O and CH_4 for natural gas (0.00010 g/scf and 0.00103 g/scf, respectively) were also taken from EPA's Emission Factors Hub alongside the 20-year GWPs, consistent with the requirements of the NYSDEC guidance.

Upstream emissions associated with fuel usage at the Proposed Project were also estimated based on the annual fuel consumed. Upstream emission factors for natural gas have been specified by NYSDEC for upstream and out-of-state emissions.[13] Fuel may originate from either in-state or out-of-state sources; therefore, portions of the Proposed Project's upstream emissions would within New York State as fuel production emissions. The remaining portion would be associated with direct fuel combustion from in-state vehicle travel, fugitive emissions occurring within the state, as well out-of-state emissions associated with the production and transport of imported fuel.

Mobile Source Emissions

The number of annual weekday vehicle trips by mode (cars, taxis, and trucks) that would be generated by the Proposed Project was calculated using the transportation planning assumptions developed for the analysis presented in Chapter 9, "Traffic and Transportation." Based on information provided by NYSDOH, the Proposed Project would have approximately 900 staff members with 100 to 150 staff anticipated to work remotely approximately 50 percent of the time. In addition, it is assumed staff would be arriving in single-occupancy vehicles, resulting in one vehicle trip in and one vehicle trip out for every staff member. Since staff at the Proposed Project would be consolidated from the existing laboratory facilities and there are no specific, reasonably foreseeable plans to re-tenant or reuse these sites, vehicle trips would likely represent trip diversions from the existing facilities and not a net increment of trips within the region. However, individual trip distances may increase or decrease when compared to the existing condition. Therefore, the GHG assessment conservatively estimates the emissions associated with all staff commuting to the Project Site as new vehicle trips and does not include emission reductions associated with existing trips that would no longer occur.

The Proposed Project would also generate truck trips associated with delivery of materials to the Project Site. However, these truck trips currently exist for delivery of materials to the existing laboratory facilities, and the Proposed Project is anticipated to reduce truck travel through consolidation of the existing facilities and eliminating deliveries to multiple facilities. Therefore, GHG emissions from truck deliveries were not included in this assessment.

A one-way travel distance of 8 miles was assumed based on regional average trip distance for 2022[14] for staff commuting to/from the Proposed Project in the calculations of annual vehicle miles traveled ("VMT") by cars. The projected total annual vehicle miles traveled by roadway type, forming the basis for the GHG emissions calculations from mobile sources, are summarized in **Table 10-6**.

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[13] NYSDEC. Appendix A of the *2022 Statewide GHG Emission Report*. January 2023.

[14] Federal Highway Administration. (2022). 2022 NextGen National Household Travel Survey Core Data, U.S. Department of Transportation, Washington, DC. Available online: http://nhts.ornl.gov.

Table 10-6
Vehicle Miles Traveled per Year

Roadway Type	Passenger Cars
Urban Highway/Arterial	79,260,480
Urban Local	76,387,392
Rural Highway/Arterial	9,487,872
Rural Local	1,904,256
Total	167,040,000

Annual VMT were then multiplied by GHG emission factors for CO_2, methane, and N_2O obtained from the EPA mobile source emissions model, Motor Vehicle Emission Simulator ("MOVES4").[15] This emissions model is capable of calculating engine, break wear, and tire wear emission factors for various vehicle types, based on the fuel type (e.g., gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

Vehicle classification data were based on field data. Appropriate credits were used to accurately reflect the inspection and maintenance program.[16] County-specific hourly temperature and relative humidity data obtained from NYSDEC were used.

Based on the latest fuel lifecycle model from Argonne National Laboratory,[17] emissions from producing and delivering fuel ("well-to-pump") are estimated to add an additional 25 percent to the GHG emissions from gasoline and 27 percent from diesel. Although upstream emissions (emissions associated with production, processing, and transportation) of all fuels can be substantial and are important to consider when comparing the emissions associated with the consumption of different fuels, fuel alternatives are not being considered for the proposed development, and the well-to-pump emissions are not considered in the analysis. The assessment of tailpipe emissions is consistent with assessing a project's GHG emissions and the methodology used in developing the basis for the City of Albany's GHG reduction goal.

Potential Impacts of the Proposed Project

Air Quality

Stationary Sources

Heating, Hot Water, and Process Steam Systems

Table 10-7 presents the maximum predicted concentration from the heating and hot water and process steam boiler systems. As shown in the table, all predicted pollutant concentrations would be less than the primary and secondary NAAQS. Therefore, there would be no potential for significant adverse air quality impacts from the Proposed Project's boiler systems.

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[15] EPA. Motor Vehicle Emission Simulator (MOVES): User Guide for MOVES2014a. EPA420B15095. November 2015. Overview of EPA's Motor Vehicle Emission Simulator (MOVES3). EPA-420-R-21-004. March 2021. There is no stand-alone user's guide for MOVES4 as information is incorporated into the interface.

[16] The inspection and maintenance programs require inspections of automobiles and light trucks to determine if pollutant emissions from each vehicle exhaust system are lower than emission standards. Vehicles failing the emissions test must undergo maintenance and pass a repeat test to be registered in New York State.

[17] Based on R&D GREET 2023Rev1 model from Argonne National Laboratory.

Table 10-7
Maximum Modeled Pollutant Concentrations (µg/m^3)

Pollutant	Averaging Period	Maximum Modeled Impact	Background	Total Concentration	NAAQS
NO_2	1-hour	110	58.76	169	188
	Annual	7.90	11.93	19.83	100
$PM_{2.5}$	24-hour	3.73	20.5	24.2	35
	Annual	0.60	7.9	8.50	9
PM_{10}	24-hour	4.58	35.25	39.83	150
CO	1-hour	0.12	1.16	1.28	35
	8-hour	0.081	1.2	1.28	9

Laboratory Systems

The Proposed Project would provide space for research laboratories for NYSDOH. The Proposed Project would include a variety of laboratory operations, including testing and research involving the use of hazardous chemicals and radioactive/biohazardous materials. The potential for the Proposed Project's laboratories to affect air quality is evaluated in this section.

This assessment addresses the potential for significant air quality impacts related to future operations which would be operated under the same federal, state and local regulations and controls as the existing laboratories.

Although the quantities of the materials used in the consolidated laboratory facility would be greater than those associated with each of the existing individual facilities, their management would be subject to the same requirements, and impacts would be avoided through strict compliance with the applicable regulatory requirements and guidelines. A summary of the applicable regulatory requirements, and procedures for managing the chemical, biohazardous, and radioactive materials is presented in Chapter 12, "Hazardous Materials" (see **Appendix F** for an inventory list of the materials associated with the facility).

Various laboratory scale quantities of hazardous chemicals including oxidizers, solvents, flammable liquids and gases, bases, acids, cyanides, sulfide, reactives, and toxic chemicals would be used in the facility. Procedures for laboratory use and storage of these chemicals would be governed by a Chemical Hygiene Plan to ensure adherence to regulations regarding worker safety, spill control/response, etc.

To ensure that the Proposed Project minimizes potential air quality effects on the proposed building itself, the Harriman campus, and the community, the Proposed Project's design team would conduct a future analysis of proposed laboratory exhaust systems as design of the project progresses. A target dilution ratio of 3,000:1 (i.e., pollutant concentrations at the nearest receptor to an exhaust fan would be 3,000 times less than the concentration at the fan exhaust) would be used to determine the appropriate locations for exhaust sources and receptors on the proposed building, as well as other buildings on the Harriman campus.

All activities involving biohazardous materials would follow applicable regulatory requirements and the guidelines established by Occupational Safety and Health Administration ("OSHA"), Centers for Disease Control and Prevention ("CDC"), and National Institutes of Health ("NIH"). Laboratory personnel would have specific training in handling pathogenic and potentially lethal agents.

All procedures involving the manipulation of infectious materials would be performed by personnel wearing the appropriate personal protective clothing and equipment and any aerosol-producing procedures would be conducted within biological safety cabinets or other physical containment devices as required. Laboratories would be designed for the BSL applicable to the activities that would be performed there (with the highest level being BSL-3 for the facility).

Exhaust air from all BSL-3, Animal Biosafety-3 ("ABSL-3") and Arthropod Containment Level-3 ("ACL-3") areas would be vented to a MERV-A-8 (30% efficient) pre-filter, then to a MERV-A-16 (99.97% efficient) high efficiency particulate air ("HEPA") filter before being exhausted via fans.

In New York State, research and development activities are exempt from air permitting provided they do not produce commercial products for sale and meet certain other criteria. Also, laboratory systems that exhaust to the atmosphere are exempt provided they are not producing products for sale except in a *de minimis* manner.[18] Therefore, under these criteria the proposed NYDOH's laboratory exhaust operations would be considered exempt. Exempt activities are generally considered to be of a lesser concern in terms of air quality due to the quantities and types of pollutants emitted and their resulting effects on the environment.

Overall, the proposed laboratory systems would not result in any potential significant adverse impacts on air quality.

Mobile Source Screening Analysis

Carbon Monoxide (CO) Screening

The study intersections analyzed in Chapter 9, "Traffic and Transportation," were reviewed based on *TEM* criteria for determining locations that may warrant a CO microscale air quality analysis. The screening analysis examined the LOS and projected volume increases by intersection approach. As described below, the results of the screening analysis show that none of the intersections affected by the Proposed Project requires a detailed microscale air quality analysis.

LOS Screening Analysis

Results of the traffic capacity analysis performed for the 2030 Build year condition for the weekday AM and weekday PM peak periods were reviewed at each of the study intersections to determine the potential need for a microscale air quality analysis. The LOS screening criteria were first applied to identify those intersections with approach LOS D or worse. The only intersection projected to operate at a LOS D or worse on approaches for the peak traffic periods is Central Avenue and Colvin Avenue.

Capture Criteria Screening Analysis

Further screening on the one intersection identified in the LOS Screening Analysis was conducted using the Capture Criteria, outlined above. This screening indicated that at least one of the listed Capture Criteria would be met at the identified intersection. Therefore, a volume threshold screening analysis was performed based on the screening procedures described in TEM.

Volume Threshold Screening Analysis

The intersection with an LOS D or worse and an exceedance of at least one of the Capture Criteria, at Central Avenue and Colvin Avenue, would have the highest peak hour volume of 2,631 vehicles in the PM peak hour. This is less than the screening threshold of 4,000 vehicles on a single approach in a peak hour. Therefore, the Proposed Project would not be anticipated to result in a significant adverse impact to CO concentrations as a result of changes in vehicular traffic.

[18] 6 N.Y.C.R.R. Part 201-3.2 (c) (40).

Particulate Matter (PM) Screening

The Proposed Project would not generate or divert substantial volumes of diesel vehicle traffic as compared with the No Action condition. Therefore, based on NYSDOT[19] and EPA[20] guidance, a PM microscale analysis is not required.

Greenhouse Gas Emissions

Building Operational Emissions

The anticipated fuel consumption, emission factors, and resulting GHG emissions for the boilers and generators from the Proposed Project are presented in **Table 10-8**.

Table 10-8
Annual Building Energy Emissions

Type	Annual Usage	Category	Emission Factors			Emissions (metric tons CO_2e/year)
			CO_2	CH_4	N_2O	
Natural Gas for Hot Water Boilers	210,240 MMBtu/yr	Direct(1)	53,060 g/MMBtu	1.00 g/MMBtu	0.10 g/MMBtu	11,179
		Upstream(2)	12,272 g/MMBtu	361 g/MMBtu	0.140 g/MMBtu	8,963
	Natural Gas Hot Water Boilers Total					20,142
Natural Gas for Steam Boilers	70,080 MMBtu/yr	Direct(1)	53,060 g/MMBtu	1.00 g/MMBtu	0.10 g/MMBtu	3,726
		Upstream(2)	12,272 g/MMBtu	361 g/MMBtu	0.140 g/MMBtu	2,988
	Natural Gas Steam Boilers Total					6,714
Natural Gas for Generators	77,228 MMBtu/yr	Direct(1)	53,060 g/MMBtu	1.00 g/MMBtu	0.10 g/MMBtu	4,106
		Upstream(2)	12,272 g/MMBtu	361 g/MMBtu	0.140 g/MMBtu	3,292
	Natural Gas Generator Total					7,399
Natural Gas Total						**34,254**
Grid Electricity	84,753 MWh/yr	Indirect(3)	885.233 lb/MWh	0.023 lb/MWh	0.003 lb/MWh	**34,136**
					Total	**68,390**

Notes:
Totals may not sum due to rounding.
lb—pounds
g—grams
MMBtu—million British thermal units
(1) Direct emission factors for natural gas and diesel fuel specified by EPA Emission Factors Hub, June 2024
(2) Upstream emission factors for natural gas and diesel fuel specified by NYSDEC, Appendix A of the *2023 Statewide GHG Emission Report*. December 2023.
(3) Indirect emission factors for grid electricity specified by EPA eGRID2022, January 2024.

Mobile Source Emissions

The mobile-source-related GHG emissions from the Proposed Project are presented in detail in **Table 10-8**. These estimated emissions conservatively do not include the increased percentage of electric vehicles within the region.

[19] NYSDOT. The Environmental Manual Chapter 1.1 Section 8. December 2012.
[20] USEPA. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas. EPA-420-B-15-084. November 2015.

Table 10-9
Annual Mobile Source Emissions
(metric tons CO_2e)

Roadway Type	Passenger Vehicle
Urban Highway/Arterial	27,279
Urban Local	27,130
Rural Highway/Arterial	3,271
Rural Local	691
Total	**58,371**

Emissions Summary

The building energy use and vehicle use associated with the Proposed Project would result in up to approximately 127 thousand metric tons of carbon dioxide equivalent ("CO_2e") emissions per year (i.e., the sum of the total emissions presented in **Table 10-8** and **Table 10-9**). Consumption of grid electricity at the Proposed Project was estimated using the existing electric grid's carbon intensity and represents approximately 34 thousand metric tons of CO_2e per year. These emissions are expected to decrease or be eliminated as New York State achieves its 100 percent renewable electricity target. Additionally, approximately 58 thousand metric tons of CO_2e per year are associated with vehicle emissions based on projected vehicle fleets for future years; however, these estimates conservatively do not include increased percentage of electric vehicles due to market behavior, and thus the GHG emissions from mobile sources are also expected to be lower.

As discussed in Chapter 1, "Project Description," the Proposed Project would consolidate the operations of the existing Wadsworth Center laboratories located in five separate facilities across the Capital Region to a single state-of-the-art laboratory building—replacing aging building facilities and centralizing transportation needs. Currently, there are no specific, reasonably foreseeable plans to re-tenant or reuse these sites, and the GHG emissions associated with these sites would be eliminated as the facilities are relocated to the Project Site. Furthermore, the Proposed Project's electric systems and improved energy efficiency would likely result in lower GHG emissions than the existing facilities. Therefore, the Proposed Project would be consistent with the statewide GHG emission reduction goals of the CLCPA.

Mitigation Measures

The Proposed Project would not result in a significant adverse impact to pollutant concentrations as a result of changes in vehicular traffic or the Proposed Project's fossil fuel-fired equipment, and predicted pollutant concentrations would not exceed applicable NAAQS. Additionally, the Proposed Project would limit its GHG emissions through the utilization of all electric heating systems (with natural gas-fired systems for supplemental heating for the coldest days). Therefore, the Proposed Project would not result in significant adverse air quality or climate change impacts and consequently, no mitigation is required.

CHAPTER 11. NOISE

Introduction and Summary of Findings

This noise analysis considers the noise levels that would be produced by operation of the Proposed Project and whether that noise would result in potential significant adverse noise impacts on the surrounding area. The noise impact assessment examines noise generated by traffic traveling to and from the Project Site, and the operation of mechanical equipment associated with the Proposed Project. The noise analysis was conducted according to the guidelines established in the New York State Department of Environmental Conservation ("NYSDEC") noise assessment guidance document, *Assessing and Mitigating Noise Impacts* (DEP-00-1, February 2, 2001).[1]

As discussed below, the predicted noise levels associated with the Proposed Project would be imperceptible and would not exceed NYSDEC's threshold for a significant noise level increase of 6.0 dBA at the receptor sites. Therefore, the Proposed Project would not result in significant adverse noise impacts. In addition, the Proposed Project's external mechanical equipment would be designed to comply with the City of Albany Code.

Acoustical Fundamentals

Sound is a fluctuation in air pressure, and sound pressure levels are measured in units called "decibels" ("dB"). The particular characteristic of the sound that we hear (a whistle compared with a diesel engine, for example) is determined by the speed, or "frequency," at which the air pressure fluctuates, or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz ("Hz"). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and, therefore, more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

"A"-Weighted Sound Level (dBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in **Table 11-1**, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library, for example) are approximately 40 dBA; levels between 50 dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, background noise at 50 dBA is perceived as twice as loud as at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA.

[1] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/noise2000.pdf.

Table 11-1
Common Noise Levels

Sound Source	dBA
Military jet, air raid siren	130
Amplified rock music	110
Jet takeoff at 500 meters	100
Freight train at 30 meters	95
Train horn at 30 meters	90
Heavy truck at 15 meters	80–90
Busy city street, loud shout	80
Busy traffic intersection	70–80
Highway traffic at 15 meters, train	70
Predominantly industrial area	60
Light car traffic at 15 meters, city or commercial areas, or residential areas close to industry	50–60
Background noise in an office	50
Suburban areas with medium-density transportation	40–50
Public library	40
Soft whisper at 5 meters	30
Threshold of hearing	0

Note: A 10 dBA increase in level appears to double the loudness, and a 10 dBA decrease halves the apparent loudness.
Sources: Cowan, James P. Handbook of Environmental Acoustics, Van Nostrand Reinhold, New York, 1994.
Egan, M. David, Architectural Acoustics. McGraw-Hill Book Company, 1988.

Sound Level Descriptors

Because the sound pressure level unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq}, can be computed. L_{eq} is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates very little, L_{eq} will approximate L_{50} or the median level. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10 or more decibels. Thus, the relationship between Leq and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}.

For the purposes of the noise analysis, the maximum one-hour equivalent sound level ("$L_{eq(1)}$") has been selected as the noise descriptor to be used in the mobile source noise impact evaluation. $L_{eq(1)}$ is the noise descriptor used by most governmental agencies, including NYSDEC for noise impact evaluation, and is used to provide an indication of highest expected sound levels.

Noise Standards and Criteria

The noise ordinance in the City of Albany does not include specific limits on noise levels or noise evaluation criteria and instead the code discusses noise levels that are unreasonable,

unnecessary, or unusual. Consequently, the evaluation of noise is based on New York State noise assessment guidance.

New York State Department of Environmental Conservation

NYSDEC has published a policy and guidance document, *Assessing and Mitigating Noise Impacts* (Department ID DEP-00-1, February 2, 2001), which presents noise impact assessment methods, identifies thresholds for significant impacts, and discusses potential avoidance and mitigative measures to reduce or eliminate noise impacts.

NYSDEC's guidance document sets forth thresholds that can be used in determining whether a noise increase due to a project may constitute a significant adverse impact, noting that these thresholds should be viewed as guidelines subject to adjustment as appropriate for the specific circumstances. According to the NYSDEC guidance:

- Increases in noise ranging from 0 to 3 dBA should have no appreciable effect on receptors;
- Increases of 3 to 6 dBA may have the potential for adverse impacts only in cases where the most sensitive of receptors (e.g., hospital or school) are present;
- Increases of more than 6 dBA may require a closer analysis of impact potential depending on existing noise levels and the character of surrounding land use and receptors; and
- Increases of 10 dBA or greater deserve consideration of avoidance and mitigation measures in most cases.

The guidance document also sets forth noise thresholds that can be used in identifying whether a noise level due to a project should be considered a significant adverse impact. According to the guidance, the addition of any noise source in a non-industrial setting should not raise the ambient noise level above a maximum of 65 dBA, and ambient noise levels in industrial or commercial areas may exceed 65 dBA with a high end of approximately 79 dBA. As set forth in the guidance, projects that exceed these levels should explore the feasibility of implementing mitigation.

For purposes of this impact assessment, consistent with NYSDEC guidance, operations that would result in an increase of more than 6.0 dBA in ambient $L_{eq(1)}$ noise levels at receptor sites and produce ambient noise levels of more than 65 dBA at residences or 79 dBA at an industrial or commercial area would be considered to be a significant adverse noise impact resulting from the Proposed Project. These criteria are consistent with the NYSDEC guidance document.

Methodology

Future noise levels with the Proposed Project (the "Build" condition) and without the Proposed Project (the "No Build" condition) were calculated using a proportional modeling technique, which was used as a screening tool to estimate changes in noise levels. The proportional modeling technique is an analysis methodology commonly used for projection of noise resulting from vehicular traffic. The noise analysis examined the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods identified in Chapter 9, "Traffic and Transportation," at all receptor locations, which therefore result in the maximum potential for significant adverse noise impacts. The No Build condition noise levels account for projected changes in traffic volumes as discussed and analyzed in Chapter 9, "Traffic and Transportation." The proportional modeling used for the noise analysis is described below.

The prediction of future No Build condition and Build condition noise levels is based on a calculation using measured existing noise levels and predicted changes in traffic volumes on the

roadway segment that is the dominant source of noise for a given receptor. Vehicular traffic volumes are converted into Passenger Car Equivalent ("PCE") values, for which one medium-duty truck (having a gross weight between 9,900 and 26,400 pounds) is assumed to generate the noise equivalent of 13 cars, one heavy-duty truck (having a gross weight of more than 26,400 pounds) is assumed to generate the noise equivalent of 47 cars, and one bus (vehicles designed to carry more than nine passengers) is assumed to generate the noise equivalent of 18 cars. Future noise levels are calculated using the following equation:

FB NL - EX NL = 10 * log10 (FB PCE / EX PCE)

where:

FB NL = Future Build Noise Level

EX NL = Existing Noise Level

FB PCE = Future Build PCEs

EX PCE = Existing PCEs

Sound levels, measured in decibels, increase logarithmically with sound source strength. In this case, the sound source is traffic volumes measured in PCEs. For example, assume that traffic is the dominant noise source at a particular location. If the existing traffic volume on a street is 100 PCE, and the future traffic volume increased by 50 PCE to a total of 150 PCE, the noise level would increase by 1.8 dBA. Similarly, if the future traffic were increased by 100 PCE, or doubled to a total of 200 PCE, the noise level would increase by 3.0 dBA.

Methodology for Calculating Parking Lot Noise Levels

The Proposed Project includes an associated parking lot located generally on the southern portion of the Project Site. Noise levels generated by vehicles accessing and traversing the parking lot were calculated using methodologies set forth in the Federal Transit Administration ("FTA") Transit Noise and Vibration Impact Assessment guidance manual.[2] Specifically, the parking lot was modeled using the techniques described for general noise assessment of park and ride lots. The general noise assessment methodology for both sources consists of the following steps:

- Adjust the parking facility reference sound exposure level based on the number of automobiles and buses expected to enter and exit the Project Site during each of the one-hour analysis time periods to determine the Proposed Project noise exposure level at 50 feet from the center of the parking facility; and
- Adjust the noise exposure level at 50 feet to account for the distance of each receptor relative to the center of the nearest parking facility to determine the Project-generated parking facility L_{eq} noise levels at each of the sensitive receptor locations.

Existing Noise Levels

Site Description

The Project Site is approximately 27-acres on the southeastern portion of the approximately W. Averell Harriman State Office Building Campus ("Harriman Campus") in western Albany. The Harriman Campus was largely developed during the 1950s and 1960s and includes government office buildings in a campus-like setting. The Harriman Campus is roughly

[2] FTA Report No. 123, September 2018.

bounded by Washington Avenue to the north, Western Avenue to the south, the University at Albany to the west, and New York State Route 85 to the east.

The Project Site previously contained structures that were part of the campus, but those structures have been demolished and the site is now vacant. The Project Site currently contains paved and unpaved areas and is used partially for campus parking as well as a closed portion used by contractors working on other areas of the Harriman Campus.

Selection of Noise Monitoring Locations

The dominant source of noise at the Project Site is vehicular traffic along adjacent roadways. Noise levels at the Project Site are dependent on the volume of traffic on these roadways. Receptor Site 1 was located adjacent to the Project Site's future parking lot, while Receptor Sites 2, 3, and 4 were located on Washington Avenue, Campus Access Road outer loop, and Brevator Street, respectively, immediately adjacent to the Project Site. These measurement locations are shown in **Figure 11-1**.

Existing noise levels were measured for 20-minute periods during weekday AM and PM peak periods. The selected time periods are the times when the Proposed Project would be expected to experience maximum noise exposure. Measurements were taken on May 1, 2024 and May 2, 2024.

Equipment Used During Noise Monitoring

Measurements were performed using one NTi Audio Sound Level Meter ("SLM") Type XL2, one NTi Audio 1/2-inch microphone Type 4189, and one Larson Davis Sound Level Calibrator Type CAL200. The Brüel & Kjær SLM is a Type 1 instrument according to ANSI Standard S1.4-2014. Both SLMs have a laboratory calibration date within one year of the measurements, as is standard practice. To avoid major interference with sound propagation, the microphone was positioned at least 3 feet from any large reflecting surfaces. The SLM's calibration was field-checked before and after readings using a sound level calibrator. The data were digitally recorded by the SLM. The time response of the SLM was set to "slow". Measured quantities included L_{eq}, L_{10}, L_{50}, L_{90}, L_{max} and L_{min} levels. All measurement procedures were based on the guidelines listed in ANSI Standard S1.13-2005.

Results

The results of the existing noise level measurements are summarized in **Table 11-2**. Vehicular traffic was the dominant noise source at all sites. Measured levels were low to moderate and reflect the level of adjacent traffic activity.

Table 11-2
Existing Noise Levels (dBA)

Site	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	Parking Inner Area at Southwest Corner of Childcare Center	AM	57.2	66.8	58.2	55.2	53.5
		PM	54.4	60.8	56.9	52.7	49.6
2	Washington Avenue between Jermaine Street and Victor Street	AM	71.4	81.0	75.6	66.8	60.7
		PM	74.7	81.2	78.7	72.1	65.5
3	Campus Access Road, Outer Ring in Front of Cemetary	AM	70.8	80.8	75.5	61.6	52.1
		PM	69.4	79.6	74.1	58.7	47.8
4	Intersection of Brevator Street and Melrose Avenue	AM	66.9	74.9	70.8	64.1	60.3
		PM	68.4	76.0	71.7	65.5	61.0

Note: Field measurements were performed by AKRF, Inc. on May 1, 2024 and May 2, 2024.

7.25.24

Noise Measurement Locations

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 11-1

The Future without the Proposed Project

Using the methodology previously described, noise levels for the No Build condition were calculated at receptor locations 2 through 4. As noted above, the No Build condition noise levels account for projected changes in traffic volumes as discussed and analyzed in Chapter 9, "Traffic and Transportation." The No Build condition noise levels are shown in **Table 11-3**. Due to relatively small changes in the volume of vehicular traffic on roadways near the Project Site, noise levels in the future without the Proposed Project would increase by up to approximately 0.1 dBA, which would not be perceptible. No change in noise levels would occur at Site 1, because the dominant noise source at this site is the existing parking lot, and the volume of vehicular traffic utilizing this parking lot is not expected to substantially change in the future without the Proposed Project.

Table 11-3
Future Noise Levels without the Proposed Project (in dBA)

Site	Time	Existing Leq(1)	Future No Build Leq(1)	No Build Increment
1	AM	57.2	57.2	0.0
	PM	54.4	54.4	0.0
2	AM	74.7	74.8	0.1
	PM	71.4	71.5	0.1
3	AM	69.4	69.5	0.1
	PM	70.8	70.9	0.1
4	AM	68.4	68.5	0.1
	PM	66.9	66.9	0.0

Note: Noise levels at Sites 2, 3, and 4 were calculated by using proportional modeling.

Potential Impacts of the Proposed Project

Mobile Sources of Noise (Traffic)

Using the methodology previously described, noise levels for the Build condition were calculated at receptor locations 1 through 4. The Build condition noise levels are shown in **Table 11-4**. Due to relatively small changes in the volume of vehicular traffic on roadways near the Project Site as a result of Project-generated traffic, noise levels in the future with the Proposed Project would increase up to 0.6 dBA as compared to existing noise levels. These increases would not be perceptible and would be below the NYSDEC's threshold for a significant noise level increase of 6.0 dBA.

Future noise levels at receptor sites 2, 3, and 4, which represent residential uses in the surrounding area, would exceed NYSDEC's recommended level for residential uses of 65 dBA. However, the existing noise levels at these locations already exceed the recommended level of 65 dBA and the predicted increases would be imperceptible. Consequently, noise resulting from the Proposed Project would not constitute a significant noise impact.

Table 11-4
Future Noise Levels with the Proposed Project (in dBA)

Site	Time	No Build $L_{eq(1)}$	Future Build $L_{eq(1)}$	Build Increment
1	AM	57.2	57.3	0.1
	PM	54.4	54.5	0.1
2	AM	74.8	74.9	0.1
	PM	71.5	71.5	0.0
3	AM	69.5	70.1	0.6
	PM	70.9	71.0	0.1
4	AM	68.5	68.5	0.0
	PM	66.9	66.9	0.0

Note: Noise levels at Sites 2, 3, and 4 were calculated by using proportional modeling. Noise levels at Site 1 were calculated using FTA guidelines.

Mechanical Systems

The building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed in such a way as to not result in a significant noise increase, and would therefore be assumed to comply with the City of Albany code (i.e., Chapter 255 Article V, Unnecessary and Unusual Noises, §255 of the City of Albany Code) and would be designed to avoid producing levels that would result in any significant increase in ambient noise levels at nearby receptors, all of which are at least 250 feet from the proposed building.

Mitigation Measures

The predicted noise level increases associated with the Proposed Project would be imperceptible at well below 1 dBA, and would not exceed NYSDEC's threshold for a significant noise level increase of 6.0 dBA at the receptor sites. Therefore, the Proposed Project would not result in significant adverse noise impacts. In addition, the Proposed Project's external mechanical equipment would be designed to comply with the City of Albany Code. Therefore, no mitigation is required.

CHAPTER 12. HAZARDOUS MATERIALS

Introduction and Summary of Findings

This chapter presents the findings of the hazardous materials assessment of the Proposed Project and identifies potential areas of concern that could pose a hazard to workers, the community, and/or the environment during and after construction. The Project Site is approximately 27 acres on the southeastern portion of the approximately 330-acre W. Averell Harriman State Office Building Campus ("Harriman Campus"), and currently consists of vacant land, four asphalt-paved surface parking lots, associated roadways, hardscaped walkways, landscaped areas, and a landscape maintenance yard. The Proposed Project would result in the construction of a new, purpose-built, state-of-the-art Life Sciences Public Health Laboratory building and accessory surface parking lot. The new facility would centralize and consolidate existing operations of the Wadsworth Center that are currently located in five separate facilities located in the Albany region.

The Proposed Project would not result in significant adverse impacts related to hazardous materials. The potential for significant adverse impacts related to hazardous materials during construction of the new facility would be avoided by adhering to applicable regulatory requirements and best management practices related to hazardous building materials and excavated soil handling and disposal. The potential for significant adverse impacts during facility operations following construction would be avoided through compliance with applicable regulatory requirements and New York State Department of Health ("NYSDOH") protocols relating to the facility's use, handling, storage, transport, and management of hazardous materials and associated wastes. Adherence to regulatory requirements would also address worker safety, emergency planning and preparedness, community right-to-know, and fire safety.

Existing Conditions

Methodology

This assessment relies on a June 2024 Phase I Environmental Site Assessment ("ESA") of the Project Site, prepared by AKRF, Inc., in accordance with the American Society for Testing and Materials ("ASTM") Standard E1527-21, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Practice* (see **Appendix F**). The ESA included a visual inspection; a review of historical land use maps and local records; and a review of Federal and State regulatory databases relating to use, generation, storage, treatment, and/or disposal of hazardous materials.

Additionally, as the Proposed Project would consolidate operations of multiple existing Wadsworth Center laboratories, this assessment evaluated operations at the existing facilities to identify the potential for significant public health or environmental impacts related to future similar operations at the new consolidated laboratory. Such operations would be conducted under the same Federal and State regulations and controls as the existing laboratories.

Topography and Subsurface Conditions

Based on the U.S. Geological Survey, Albany, New York 2019 Quadrangle map, the Project Site is approximately 250 feet above the North American Vertical Datum ("NAVD") of 1988 (an approximation of mean sea level) and topography is relatively flat.

According to the USDA Soil Conservation Service ("SCS") STATSGO data, soil in the area of the site is characterized as the Colonie series, which refers to loamy fine sand with high infiltration rates.

Based on local topography and historical geotechnical reports, groundwater is anticipated to flow in a west-southwesterly direction. However, actual groundwater flow can be affected by bedrock or geologic heterogeneities, underground utilities, and other factors beyond the scope of this study. Groundwater at the Project Site is not used as a source of drinking water, as the Site and surrounding area are serviced by the municipal water supply.

Phase I ESA Findings

The Phase I ESA for the entire Project Site consisted of a review of available records; an April 2024 Site reconnaissance; interviews with representatives from the current site manager ("NYS Office of General Services," or "OGS"); a review of historical fire insurance, aerial, and topographical maps; and an evaluation of regulatory database listings for the Project Site and surrounding properties within the search radii specified in ASTM Standard E1527-21. The Phase I ESA did not identify any conditions on the Project Site or at surrounding properties that would be considered Recognized Environmental Conditions ("RECs") relative to the Project Site; however, the following non-REC environmental concerns were identified:

- At the time of the reconnaissance, Parking lot B in the southeastern portion of the site was being used for the staging of vehicles prior to automotive auction. Some of these vehicles were noted to be in significantly damaged condition with staining observed on the asphalt surface in the area. Cracks/holes observed in the pavement may have allowed leaking automotive fluids to reach the subsurface, but not likely at volumes representative of a reportable spill.
- Improper housekeeping of concrete washout from former on-site construction activity was observed in the central portion of the site during the April 2024 site reconnaissance.
- Based on previous reports provided to AKRF by DASNY and OGS, painted surfaces on the former buildings at the Project Site (State Office Buildings #1 and #2) were known to contain lead-based paint ("LBP") and lead-containing paint ("LCP"). It is assumed that demolition of the buildings (completed in the 2010s) included provisions for proper management and disposal of any building materials with LBP or LCP; however, LBP or LCP may be present on remaining portions of the Building #2 sub-basement walls/slab.
- Based on documents provided to AKRF by DASNY and OGS, asbestos-containing material ("ACM") was known to be present in State Office Buildings #1 and #2. Previous reports documented the removal of ACM during building demolition and subsequent testing conducted in May 2024 indicated that waterproofing on the remaining Building #1 foundation did not contain asbestos; however, ACM may be present on remaining portions of the Building #2 sub-basement walls/slab and/or, remaining sub-surface utility lines, and/or other potential sub-surface structures.
- Polychlorinated biphenyl ("PCB") containing materials could be present within subsurface utility(s)/manholes and construction debris/fill material. In addition, fixtures/ballasts in the overhead lighting for the parking lots could contain PCBs, and associated fluorescent light bulbs could contain mercury. No evidence of a leak or other release associated with potential PCB containing materials was noted during the April 2024 reconnaissance.
- No source documentation or testing was available for the materials that were used to backfill the State Office Building #2 basement following demolition or for soil stockpiles observed in the central portion of the Subject Property during AKRF's inspection. As such, testing would

be needed to determine whether these materials contain contaminants at levels that would require special handling and/or disposal during future excavation and construction.

Existing Laboratory Facility Operations

Laboratories in the existing Wadsworth Center facilities handle bio-hazardous materials, radioactive materials, and other toxic, ignitable, reactive, and corrosive hazardous chemicals associated with their operations. All aspects of such use are subject to strict regulatory oversight, and the Wadsworth Center facilities have internal qualified Environmental, Health, and Safety ("EH&S") professionals and procedures in place to ensure these regulations are appropriately applied and that the required controls are implemented.

The regulations that serve as a basis for the Wadsworth facilities' chemical hygiene, biological and radiation safety, and chemical waste management programs stem from numerous Federal and State laws that address the management of laboratory chemicals and other hazardous/toxic substances, as summarized below:

Laws That Regulate the Management of Chemicals

Numerous Federal and State agencies facilitate the oversight and regulation of chemicals. The United States ("US") Occupational Safety and Health Administration ("OSHA") defines employers' requirements in minimizing hazardous exposures to their personnel (*Occupational Exposure to Hazardous Chemicals in Laboratories* – 29 CFR 1910.1450 Subpart Z). The US Department of Transportation ("USDOT") regulates the transport of hazardous materials (49 CFR Part 172). The Fire Code of New York State (*Chapter 50 – Hazardous Materials General Provisions*) has oversight regarding prevention, control, and mitigation of dangerous conditions related to storage, dispensing, use, and handling of hazardous materials. The City of Albany Fire Department is designated to administer and enforce the *State Fire Prevention Code* within the City of Albany. The New York State Department of Environmental Conservation ("NYSDEC") enforces US Environmental Protection Agency ("EPA") regulations and in some cases has made them more restrictive (e.g., petroleum bulk storage requirements, Spill reporting requirements).

Laws That Regulate the Management of Hazardous Waste

Storage, transport, and disposal of hazardous chemical waste are regulated under the federal *Resource Conservation and Recovery Act* ("*RCRA*" – 40 CFR Part 262) and similar New York State hazardous waste regulations (6 *New York Code, Rules, and Regulations ("N.Y.C.R.R.")* Parts 370-374). The Proposed Project would operate as a large quantity generator of hazardous waste. Large quantity generators of hazardous wastes must register with NYSDEC and receive a generator's EPA identification number. Large quantity generators must file hazardous waste manifest forms each time hazardous wastes are transported from the site, and large quantity generators are required to complete annual or biennial reports regarding the quantity and types of hazardous wastes shipped the previous year: failure to file these is punishable by fines and other penalties. Large quantity generators of hazardous wastes are subject to additional requirements, including the preparation of a contingency plan for releases and emergencies associated with hazardous waste.

Disposal of potentially infectious waste is regulated in New York under regulations of NYSDEC, NYSDOH, and USDOT. Title 15 of Article 27 of the Environmental Conservation Law, 6 *N.Y.C.R.R.* Subparts 360-10 and 360-17, and Part 364 regulations, in conjunction with the *Public Health Law* 1389 aa-gg and 10 NYCRR Part 70 govern the activities of the regulated community to properly manage regulated medical wastes/infectious wastes. The NYSDEC regulations require generators, transporters, and disposal facilities to keep records of all shipments (and the records must be retained for a specified minimum time from the time of shipment). Permitting requirements have been established for transporters of infectious wastes,

including minimum liability insurance requirements. NYSDOH regulations require that infectious wastes be stored and transported in containers that are leak-proof, puncture-resistant, and able to resist ripping, tearing, or bursting. They require conspicuous labeling of all infectious wastes, including the name of the source of the wastes. The regulations also specify approved methods of disposal or treatment.

Laws That Regulate the Transportation of Hazardous Materials and Waste

The Hazardous Materials Transportation Uniform Safety Act and its implementing regulations: 49 Code of Federal Regulations ("CFR") Parts 100-199 addresses regulations applicable to shippers (offerors) of hazardous materials, including registration, preparation of materials for transport, recordkeeping and reporting, and emergency preparedness requirements. Hazardous wastes would be classified by USDOT as hazardous materials. All transport of hazardous materials and waste must meet the requirements of USDOT for the particular type and quantity of that material.

New York State Department of Transportation ("NYSDOT") has adopted federal DOT Regulations. These regulations cover all applicable requirements for shippers and carriers of hazardous materials, including requirements prior to offering materials for transport and shipment of hazardous materials. NYSDOT outlines additional requirements for hazardous materials shipping, including a requirement for the shipper to have 24/7 emergency response support for hazardous materials spills prior to and during transit, and incident reporting guidance.

Laws That Regulate Occupational Safety and Health

OSHA defines employers' requirements in minimizing hazardous exposures to laboratory personnel in 29 Code of Federal Regulations ("CFR") Part 1910.1450 Subpart Z. Laboratory regulations mandate that workers using hazardous materials receive appropriate training in safety procedures that employers make available appropriate safety equipment, and that safety data sheets ("SDS") for all hazardous chemicals be available to chemical users. These requirements are enforceable by OSHA's *Hazard Communication Standard* ("*HCS*" – 29 CFR 1910.1200) and in accordance with the *Globally Harmonized System of Classification and Labeling of Chemicals ("GHS")*. It also requires a Chemical Hygiene Plan be prepared and implemented in accordance with these regulations. Records must be kept of all accidents and the facility would be subject to inspection by OSHA and the NYS Department of Labor ("DOL") Public Employee Safety and Health ("PESH"), both of which investigate worker injuries, incidents, complaints, and accidents.

In laboratories where hazardous chemicals are used, OSHA and other consensus standards ("NIOSH", "ACGIH") mandate adequate ventilation and other engineering controls designated to prevent or minimize hazardous occupational exposure. Where employee exposure would exceed permissible exposure limits, lab ventilation and engineering controls, such as fume hoods, are required. Fume hoods are enclosures maintained under negative pressure and continuously vented. Hazardous exposure must be quantitatively assessed by a Qualified Professional (Industrial Hygienist) to ensure controls are adequately protective.

Laws for the Management of Biological Materials and Cell Culture

The National Institutes of Health ("NIH") and Centers for Disease Control and Prevention ("CDC"), which are both part of the U.S. Department of Health and Human Services, are the primary federal agencies that oversee biomedical research. Their guidelines regarding safe handling of biohazardous materials are outlined in the Sixth Edition of the *Biosafety in Microbiological and Biomedical Laboratories ("BMBL") and NIH Guidelines for Research Involving Recombinant or Synthetic Nucleic Acid*. These guidelines specify appropriate containment procedures for research activities involving pathogenic or recombinant infectious agents, and other biohazards that pose a risk to human health or the public. The guidelines are mandatory

for federally funded institutions. A number of other federal agencies regulate certain activities associated with biological and medical research. OSHA has standards for persons handling blood-borne pathogens. The US Department of Agriculture ("USDA") oversees research and the handling of organisms that affect plants and animals.

Laws That Regulate Possession, Use, or Transfer of Biological Select Agents or Toxins (or simply Select Agents) That Have the Potential to Pose a Severe Threat to Public Health and Safety

The Federal Select Agent Program, jointly comprised of the Centers for Disease Control and Prevention, Division of Regulatory Science and Compliance and the Animal and Plant Health Inspection Service, and Division of Agricultural Select Agents and Toxins, regulates the possession, use, and transfer of select agents and toxins that pose a threat to public, animal, or plant health.

Laws That Regulate the Transport of Biological Materials

USDOT and the International Air Transport Association ("IATA") rules apply to the transport of biological materials. There are two classifications of biological materials with differing requirements. The lower risk category (Category B) includes materials deemed unlikely to pose an infection risk in the event of an accident or exposure during transport. The higher risk category (Category A) includes high risk infectious substances which are transported in a form that, when exposure to it occurs, is capable of causing permanent disability, life-threatening or fatal disease in otherwise healthy humans or animals. For both categories, the personnel sending and receiving these materials must receive training on associated risk and the packing and handling of the biological materials. USDOT also classifies Regulated Medical Waste ("RMW") or clinical waste as a hazardous material and imposes specific requirements for shipment. RMW is defined as a waste derived from the medical treatment of an animal or human, which includes diagnosis and immunization, or from biomedical research, which includes the production and testing and biological products.

Laws That Regulate the Management of Infectious Waste

Disposal of potentially infectious waste is regulated by New York State under regulations of the NYSDOH and NYSDEC. Two State laws (L 1988 C 654 and C 655) provide for additional enforcement of infectious waste regulations, and civil and criminal penalties for violations.

Infectious waste includes cultures of infectious agents, blood and blood products, tissues and other body parts, sharps (needles), and other such materials. NYSDEC regulations require generators, transporters, and disposal facilities to keep records of all shipments. Permitting requirements have been established for transporters of infectious wastes, including minimum liability insurance requirements. NYSDOH regulations require that infectious wastes be stored and transported in containers that are leak-proof, puncture-resistant, and able to resist ripping, tearing, or bursting. They require conspicuous labeling of all infectious wastes, including the name of the source of the wastes. The regulations also specify approved methods of disposal or treatment.

Laws That Regulate Radionuclides

Radioactive waste is regulated by the Nuclear Regulatory Commission ("NRC") and New York State Bureau of Environmental Radiation Protection ("BERP"). The Wadsworth Center's radioactive materials license authorizes registered users to transfer, receive, possess, and use the radioactive materials listed in the institutional license, and to use such radioactive materials for scientific studies (non-human use) in places designated in the license.

Potential Impacts of the Proposed Project

The Proposed Project would include subsurface disturbance for the construction of a new, four-story (plus mechanical floor) state-of-the-art laboratory building and surface parking lot.

Construction of the Proposed Project

Construction of the new facility would entail demolition and/or disturbance of existing pavement, curbing, utilities, lighting etc., and excavation to construct/install the new building foundation, new utilities, and other improvements. Demolition could disturb hazardous materials (such as ACM, LBP/LCP, and mercury/PCB-containing equipment) and excavation could increase pathways for human exposure to unforeseen subsurface conditions if performed without appropriate controls. However, the potential for adverse impacts associated with these demolition/construction activities would be avoided by adhering to the following regulatory requirements and best management practices:

- All soil and fill excavated as part of construction for the Proposed Project would be managed in accordance with all applicable regulations. All soil intended for off-site disposal would be tested in accordance with the requirements of the intended receiving facility, and transportation of all material leaving the Project Site for off-site disposal would be in accordance with Federal, State, and local requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.
- If tanks, drums, or other unexpected sources of subsurface contamination are discovered during excavation activities, they would be removed in accordance with all applicable regulations. If any associated soil and groundwater contamination was identified during the source removal, it would be addressed in accordance with the State and local requirements.
- A comprehensive survey would be conducted to identify ACM and potential hazardous materials (e.g., PCBs, mercury) that may be affected by future demolition/construction activities to be conducted as part of the Proposed Project. Based on the survey's findings, all identified materials would be removed and disposed of in accordance with applicable Federal, State, and local requirements.
- Demolition activities with the potential to disturb LBP or LCP would be performed in accordance with the applicable OSHA regulation (OSHA 29 CFR 1926.62 – *Lead Exposure in Construction*).
- If dewatering is required during new building construction, it would be performed in accordance with applicable State and local requirements, including those for discharge to sanitary or storm sewers if applicable. Pretreatment would be performed if necessary to meet applicable sewer discharge permit requirements.
- To minimize the potential for exposure of construction workers and the surrounding public, standard industry practices, including appropriate health and safety and dust control measures, would be utilized during building construction.

These requirements would be incorporated into environmental management and other construction specifications to ensure implementation during construction of the Proposed Project.

Operation of the Proposed Project

The Proposed Project would include a variety of laboratory operations, including testing and research involving the use of hazardous chemicals and radioactive/biohazardous materials, including Biosafety Level ("BSL")-2 and Biosafety Level ("BSL")-3 laboratory areas that would handle microbes that can cause serious or potentially lethal disease. Therefore, this assessment addresses the potential for significant public health or environmental impacts related to future

operations which would be operated under the same Federal, State and local regulations and controls as the existing laboratories.

Although the quantities of the materials used in the consolidated laboratory facility would be greater than those associated with each of the existing individual facilities, their management, including any transport from the existing laboratory facilities to the Proposed Project, would be subject to the same requirements outlined above, and impacts would be avoided through strict compliance with the applicable regulatory requirements and guidelines. Although the exact materials used would depend on future activities, below are some of the more likely chemical, biohazardous and radioactive materials and waste management procedures that would be associated with the new facility (see **Appendix F** for an expanded inventory list associated with the facility). The facility's Safety Director along with the Laboratory Director would maintain all required licenses, permits, approvals, records, plans, etc., with updates as materials/quantities change.

Hazardous Chemicals

Various laboratory scale quantities of hazardous chemicals including oxidizers, solvents, flammable liquids and gases, bases, acids, cyanides, sulfide, reactives, and toxic chemicals would be used in the facility. Procedures for use and storage of these chemicals would be governed by a Chemical Hygiene Plan ("CHP") to ensure adherence to regulations regarding worker safety, spill control/response, etc. The CHP would define the responsibilities of laboratory personnel, and establish protocols for employee training, exposure and risk assessment, hazard communication, hazardous waste management, spill response and emergency procedures, etc. in accordance with applicable regulations.

Biohazardous Materials

All activities involving biohazardous materials would follow both applicable regulatory requirements and the guidelines established by OSHA, CDC, and NIH. Laboratory personnel would have specific training in handling pathogenic agents and would be supervised by competent scientists who are experienced in working with these agents.

All procedures involving the manipulation of infectious materials are performed by personnel wearing the appropriate personal protective clothing and equipment and any aerosol-producing procedures would be conducted within biological safety cabinets or other physical containment devices as required. Laboratories would be designed for the BSL applicable to the activities that would be performed there (with the highest level being BSL-3 for the facility).

Radioactive Materials

The laboratories would obtain or transfer appropriate licenses to use radioactive isotopes such as tritium (H-3), carbon 14 ("C-14"), and phosphorus ("P-32"), and all licenses and other regulatory requirements would be appropriately implemented.

Waste Management

All chemical, biological, and radioactive wastes would be managed through a centralized system under the direction of the facility's Environmental Health and Safety Officer. Wastes would be properly containerized in properly sealed storage containers with appropriate labeling and handling procedures and as required, collected from individual laboratories, and stored in appropriate storage areas/rooms prior to off-site disposal. Appropriately licensed contractors would regularly remove wastes for treatment and/or disposal off-site, (e.g., regulated medical wastes would be taken to a central collection location, decontaminated on-site by autoclaving, picked up by a permitted medical waste hauler, and taken off-site for treatment/disposal by autoclave or incineration). Any radioactive wastes with short half-lives [such as Iodine-125

("I-125") and Phosphorus ("P-32")] would be stored until its radioactivity decayed to acceptable levels. Wastes with longer half-lives would be properly labeled, containerized, and transported for off-site disposal at a permitted radioactive waste disposal site.

Mitigation Measures

Through compliance with applicable laws and regulations and implementation of the standard construction and laboratory management practices outlined above, no significant adverse impacts related to hazardous materials are expected to result from the Proposed Project. Therefore, there are no proposed mitigation measures with respect to hazardous materials.

CHAPTER 13. CONSTRUCTION

Introduction and Summary of Findings

The Proposed Project is anticipated to be constructed in a single phase over an approximately 58-month period with completion in 2030. This chapter summarizes the various activities that would be involved in constructing the Proposed Project, including general sequencing of construction and the anticipated means and methods of construction, and evaluates the potential for significant adverse impacts during the construction process, as well as the techniques and procedures that would be employed to avoid or minimize such impacts.

As is typical with any construction projects, there would be temporary disruption to the surrounding areas during the construction of the Proposed Project. A detailed Construction Management Plan ("CMP") would be prepared by the Dormitory Authority of the State of New York ("DASNY") as the Owner's Representative, which would establish construction management protocols and measures to minimize potential adverse impacts from construction. Although there may be adverse effects associated with construction activities, they would be temporary in nature and minimized with control measures. The assessment below concludes that construction activities for the Proposed Project would not result in significant adverse impacts.

Construction Schedule

Table 13-1 presents the anticipated construction schedule for the Proposed Project. Construction of the Proposed Project is anticipated to begin in April 2025 and be complete by 2030, over an approximately 58-month period. Construction of the Proposed Project would consist of the following stages, some of which would overlap: site preparation and demolition (approximately 8 months); excavation (approximately 6 months); foundations (approximately 6 months); superstructure construction (approximately 14 months); exteriors (approximately 12 months); interiors and finishes (approximately 39 months); site improvements (approximately 8 months); and closeout (approximately 3 months). These stages are described in greater detail below.

Table 13-1
Anticipated Construction Schedule—Proposed Project

Construction Task	Start Month	Finish Month	Approximate Duration (months)[1]
Overall	**April 2025**	**January 2030**	**58**
Site Preparation and Demolition	April 2025	November 2025	8
Excavation	July 2025	December 2025	6
Foundations	October 2025	March 2026	6
Superstructure Construction	February 2026	March 2027	14
Exteriors	November 2026	October 2027	12
Interiors and Finishes	August 2026	October 2029	39
Site Improvements	February 2028	September 2028	8
Closeout	November 2029	January 2030	3

Note: Construction schedule provided by Gilbane Building Company.
[1] Construction would proceed in several stages, some of which would overlap.

Construction activities would be conducted in compliance with section 255-32 of the Code of the City of Albany, including local day and hour construction limitations. As required, construction activities on the Project Site would be limited to the hours of 7:00 AM–10:00 PM.

Typically, activities would occur between 7:00 AM to 3:30 PM, five days a week on weekdays. Occasionally, the workday may be extended beyond normal work hours or construction activities may occur on weekends in order to complete certain critical tasks (e.g., finishing a concrete pour for a floor deck), although this is not expected to be frequent. In the event that work is required to be performed outside of the typical construction hours, coordination would be made with the City of Albany.

Description of Construction Activities

Site Preparation and Demolition

The Project Site would first be prepared for construction, including the installation of public safety measures such as barriers, netting, and signs. The construction areas would be fenced off, and worker and truck access points would be established. Existing trees on the Project Site targeted to remain, would be protected. The Project Site previously contained structures that were part of the original campus, but those structures were demolished in 2014 and 2016 and the site is now vacant. The Project Site contains both paved and unpaved areas which would be demolished as required during this stage of construction. It is anticipated that all construction equipment, trucks, and materials would be staged within the Project Site.

Site preparation and demolition work is anticipated to require a daily workforce of approximately 25 persons and would involve the use of excavators and front-end loaders. Construction would then proceed with excavation, foundations, superstructure construction, exteriors, interiors and finishes, site improvements, and closeout stages, as discussed below.

Excavation

The Proposed Project would require excavation activities at the Project Site for the proposed laboratory building's foundation. Excavators would be used for soil excavation activities. The excavated materials would be loaded onto dump trucks for transport to a licensed disposal facility or stored for reuse on any portion of the Project Site that needs fill.

This stage of construction would also include the construction of a closed-loop geothermal heat pump system beneath the proposed parking lot area. The first step in the installation of the geothermal heat pump system would be to drill to the desired depth using drill rigs. Once a well is drilled, the geothermal fluid circulation piping circuit would be grouted into the well and the piping would then be connected through a series of headers and ultimately connected to pumps within the proposed building's Central Utility Plant. It is important to note that the geothermal heat pump system is a closed loop system, maintaining separation from the existing ground water.

Excavation activities are anticipated to require a daily workforce of approximately 50 persons and would also involve the use of bulldozers, loaders, scrapers, and soil compactors.

Foundations

Excavation would be followed by the construction of the foundation of the proposed building. Reinforcing bars, or rebar, would be placed as required, and concrete trucks and pumps would then be used to pour the concrete foundation of the building. Pile driving or blasting activities are not anticipated to be required for the construction of the Proposed Project.

Foundation activities are anticipated to require a daily workforce of approximately 150 persons and would also involve the use of excavators, loaders, and hydraulic cranes.

Superstructure Construction

The superstructure construction work would include the framework for the proposed building, such as steel beams and columns and concrete slabs. Construction of the interior

structure—or core—of the building would include elevator shafts; vertical risers for mechanical, electrical, and plumbing systems; electrical and mechanical equipment rooms; core stairs; and restroom areas. Crawler cranes would be brought onto the Project Site during the superstructure task and would be used to lift structural components and other large materials.

Superstructure activities are anticipated to require a daily workforce of approximately 125 persons and would also involve the use of telehandlers.

Exteriors

The exterior façades of the proposed building would be installed during this stage of construction. The facade elements would arrive on trucks and be lifted into place for attachment by hydraulic cranes.

Exteriors activities are anticipated to require a daily workforce of approximately 52 persons and would also involve the use of telehandlers.

Interiors and Finishes

Activities during the interiors and finishing stage would include the construction of interior partitions, installation of lighting fixtures and interior finishes (e.g., flooring, painting, etc.), and mechanical and electrical work, such as the installation of elevators and lobby finishes. Interiors and finishes would typically be the quietest period of construction because most of the construction activities would be contained, occurring inside the building with the façades substantially complete and the proposed building enclosed.

Interiors and finishes activities are anticipated to require a daily workforce of approximately 550 persons and would involve the use of telehandlers as well as hoists for the vertical transport of construction workers and materials.

Site Improvements

This stage of construction would also include site-work activities such as landscaping, planting, establishing security control points, and installation of perimeter fencing, lighting, surface parking lot, pavement, curbing, and sidewalks.

Site improvement activities are anticipated to require a workforce of approximately 65 persons and would involve the use of excavators, bulldozers, loaders, and tractors.

Closeout

Final cleanup and touchup of the building and final building system (e.g., electrical system, fire alarm, security system for the proposed detention facility etc.) testing, inspections, and building commissioning would be part of this stage of construction.

Closeout activities are anticipated to require a workforce of approximately 10 persons.

Construction Management and Protocol

Adverse impacts from construction of the Proposed Project would be avoided and minimized through the implementation of a detailed CMP. The CMP would at a minimum, include the following protocols:

- **Hours of Operation**—Construction activities would generally occur between 7:00 AM–3:30 PM on weekdays, but it can be expected that, in order to complete certain critical tasks (e.g., finishing a concrete pour for a floor deck), the workday may occasionally be extended beyond these typical work hours. In the event that work is required to be performed outside of the allowable construction hours between 7:00 AM and 10:00 PM as defined in Section 255-32 of

the Code of the City of Albany, coordination would be made with the City of Albany before such work can be performed.

- **Deliveries**—Loading or unloading of vehicles would occur only between 7:00 AM to 10:00 PM, which would comply with Section 255-32 of the Code of the City of Albany. Construction trucks trips arriving at and departing from the Project Site would utilize the direct connections between the Campus Access Road and Interstate 90 ("I-90") and New York State Route 85.
- **Parking**—It is anticipated that all construction worker parking would be accommodated within the Project Site.
- **Construction Staging**—It is anticipated that all construction equipment, trucks, and materials would be staged within the Project Site.
- **Stormwater**—In accordance with the New York State Department of Environmental Conservation ("NYSDEC") State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001), a stormwater pollution prevention plan ("SWPPP") would be prepared for the Proposed Project. The SWPPP would include an erosion and sediment control ("ESC") plan detailing the erosion control measures to be used during construction to avoid impacts from soil erosion and/or sedimentation. The SWPPP and ESC plan for the Project Site would be implemented at the outset of construction. These plans would be reviewed and approved by the appropriate State and/or City agencies.
- **Site Security**—The Applicant would develop and implement a plan to secure the Project Site prior to the commencement of construction. Areas of the Project Site that would pose an increased risk to unauthorized individuals during the various stages of construction would be made inaccessible to the public.
- **Communication**—A dedicated hotline would be established for the public to register concerns or problems that may arise during the construction period. In addition, regular construction updates would be provided to the community.
- **Air Quality**—A dust control plan would be developed as part of the CMP. In addition, the requirements related to the reduction of emissions from construction vehicles and equipment is described in more detail in the "Air Quality" section located below. These reduction requirements would be incorporated into the CMP.
- **Noise**—Noise control measures, as specified in the section "Noise and Vibration" below would be incorporated into the CMP.

Construction Period Impacts and Mitigation

As with all construction projects, construction of the Proposed Project would result in some temporary disruptions to the surrounding area. The following analysis describes the temporary effects of the Proposed Project's construction activities on transportation, air quality, noise, and vibration.

Traffic and Transportation

Construction of the Proposed Project would create daily construction-related traffic to and from the Project Site. Construction-related traffic would include material delivery, construction vehicles transported to and from the Project Sites, material and waste disposal (excess material, packaging, scrap materials, dewatering fluids, etc.), and disposal of excess excavated soil. The number of vehicles and type of construction-related traffic would vary considerably, depending on the stage of construction.

During the construction period, it is anticipated that the maximum number of daily trips would occur in early 2027 with 727 daily construction worker trips and 60 daily truck trips.

Construction Trip Generation Estimates

Construction peak hour trip generation estimates were developed for both construction worker vehicles and construction trucks based on the peak daily construction worker vehicles and construction trucks. Metrics to convert the daily estimates to peak hour trips include:

Construction Workers

- Modal Split – the percent of workers driving to the construction site versus workers taking transit or walking.
- Percent Trips Occurring during Construction Peak Hours – the percent of construction workers arriving to/leaving the site during the Construction AM peak hour (arriving to the site) and PM peak hour (leaving the site).
- Passenger Car Vehicles Occupancy – Average number of workers in a passenger car.

Truck Trips

- Percent Trips Occurring during Construction Peak Hours – the percent of construction trucks arriving to/leaving the site during the Construction AM peak hour and PM peak hour.
- Passenger Car Equivalents ("PCEs") – conversion of trucks to an equivalent number of vehicles.

Table 13-2 presents the trip generations assumptions for the metrics above and the resulting peak hour construction trips. During the AM and PM construction peak hours, it is estimated that there would be 545 total constructions trips in PCEs.

Table 13-2
Peak Hour Construction Trip Estimate Assumptions

Construction Workers	
Daily Construction Workers	727
Modal Split	100% auto
Percent Trips Occurring during Construction Peak Hour	80%[1]
Passenger Car Vehicle Occupancy	1.2 passengers/vehicle
Peak Hour Construction Worker Trips	485 trips[2]
Truck Trips	
Daily Truck Trips	120[3]
Percent Trips Occurring during Construction Peak Hour	25%
Passenger Car Equivalent ("PCE") conversion	2.0[4]
Peak Hour Construction Truck Trips (in and out)	60 PCE trips[5]
Total Peak Hour Construction Trips	**545 PCE trips[6]**

Note:
[1] For a standard 8-hour workday, the remaining 20 percent are assumed to arrive/depart outside of the Construction Peak Hour to account for late arrivals/departures (e.g., for cleanup or other activities that may fall outside of the workday hours).
[2] Peak hour construction trips = (Daily workers * Modal split * Percent trips occurring during construction period) / passenger car occupancy.
[3] Assuming two trips (in and out) for each of the 60 daily trucks
[4] Assumes on truck is equivalent to two passenger cars
[5] Peak hour construction truck trips = Daily Truck trip * Percent trips occurring during construction period * PCE
[6] Presents the number of trips in PCE that would occurring during the AM and PM construction peak hour

All construction workers are anticipated to park on-site with construction workers and truck trips primarily arriving and departing via direct connections between the Harriman Campus Ring

Road and I-90 and New York State Route 85. It is also anticipated that all public roads adjacent to the Project Site will remain open during the construction period.

The potential construction worker and truck trips would have minimal impact on traffic surrounding the Project Sites, as the number of trips would be below number of vehicular trips (675 vehicles arriving in the AM perk hour and departing during the PM peak hour) generated by operation of the Proposed Project (see Section 9.3 of Chapter 9, "Traffic and Transportation") which did not identify significant adverse impacts for the operational traffic associated with the Proposed Project. Therefore, construction of the Proposed Project would not result in significant adverse impacts on traffic and transportation conditions.

Air Quality

The construction of the Proposed Project would require the use of both non-road construction equipment and on-road vehicles. Non-road construction equipment includes equipment operating on-site, such as cranes, loaders, and excavators. On-road vehicles include worker vehicles and construction trucks arriving to and departing from the Project Site as well as operating on-site. Emissions from non-road construction equipment and on-road vehicles have the potential to affect air quality. In addition, emissions from dust-generating construction activities (i.e., truck loading and unloading operations) also have the potential to affect air quality.

Air quality impacts associated with construction activities are typically the result of fugitive dust or emissions from vehicles or equipment. Fugitive dust can result from earth moving, including grading and excavation, from driving construction vehicles over dry, unpaved surfaces, and from demolition activities. While a large proportion of fugitive dust would be of relatively large particle size and would be expected to settle within a short distance of being generated and thus not affect off-site receptors, measures to minimize and avoid this potential impact would be incorporated into the Proposed Project. The following dust suppression measures would be implemented:

- Installing truck vehicle washing pads at the construction entrance to avoid the tracking of soil onto paved surfaces;
- Ensuring materials would be dampened with water as necessary to avoid the suspension of dust into the air;
- Using drainage diversion methods (e.g., silt fences) to avoid soil erosion during site grading;
- Covering stockpiled materials to reduce windborne dust;
- Limiting on-site construction vehicle speed to 5 mph; and,
- Using truck covers/tarp rollers that cover fully loaded trucks and keep debris and dust from being expelled from the truck along its haul route.

Fugitive dust impacts would not persist for the entire construction period. Rather, they would be limited to times when there would be exposed soil on-site or to specific dust generating activities (e.g., transfer of soil during excavation). Once the building foundation is set in place, on-site fugitive dust would be minimal.

Measures would also be implemented to reduce emissions from construction equipment and truck engine exhausts in accordance with all applicable laws, regulations. These would include the use of ultra-low sulfur diesel (ULSD) fuel, dust truck idling restrictions, and diesel equipment reduction. In addition, to the extent practicable, construction of the Proposed Project would utilize newer equipment (i.e., equipment meeting the U.S. Environmental Protection Agency's ["EPA"] Tier 3 emission standard) and best available tailpipe reduction technologies (i.e., diesel particulate filters) to further reduce air pollutant emissions. Overall, this emissions

reduction program is expected to substantially reduce diesel emissions associated with construction of the Proposed Project.

The most intense construction activities in terms of air pollutant emissions would occur during demolition, excavation, foundations, and site improvement activities, during which the largest number of large non-road diesel engines such as excavators, loaders, and cranes would be employed. Construction sources would move around the Project Site over the construction period such that the air pollutant concentration increments due to construction of the Proposed Project would not persist in any single location.

The other stages of construction, including superstructure construction, exteriors, and interiors and finishes would result in substantially lower air emissions since they would require fewer pieces of heavy-duty diesel equipment and would not involve soil disturbance activities that generate dust emissions. In addition, interior construction work would generally occur within an enclosed building, thereby shielding nearby sensitive receptors from direct pathways to construction sources and preventing unobstructed dispersion of pollutants to off-site locations.

The Project Site is generally some distance away from nearby sensitive receptors with the nearest campus buildings more than 250 feet away to the west of the Project Site, and the nearest off-campus receptors more than 400 feet away to the east of the Project Site. Such distances between the construction sources and the receptors would result in increased dispersion of pollutants. Although there may be minor, temporary adverse effects associated with the construction activities, these would be minimized with the dust control measures and emissions reduction program as discussed above. Therefore, construction of the Proposed Project would not result in significant adverse air quality impacts.

Noise and Vibration

Construction of the Proposed Project would generate noise and vibration from construction equipment, construction vehicles, and delivery vehicles traveling to and from the Project Site. Noise levels caused by construction activities would vary widely, depending on the phase of construction and the specific task being undertaken.

Local, state, and federal requirements mandate that certain classifications of construction equipment and motor vehicles be used to minimize adverse impacts. Thus, construction equipment would meet specific noise emission standards. Usually, noise levels associated with construction and equipment are identified for a reference distance of 50 feet, as shown in **Table 13-3**.

Table 13-3
Typical Noise Emission Levels For Construction Equipment

Equipment Item	Noise Level at 50 Feet (dBA)
Air Compressor	80
Drill Rig	85
Backhoe	80
Compactor	80
Concrete Mixer	85
Concrete Pump	82
Crane	85
Dozer	85
Excavator	85
Front End Loader	80
Generator	82
Jack Hammer (Paving Breaker)	85
Pump	77
Scraper	85
Truck	84
Sources: Roadway Construction Noise Model User Guide, FHWA, January 2006.	

Significant noise levels typically occur nearest the construction activities and may reach as high as 90 A-weighted decibels ("dBA") under worst-case conditions. The level of noise at local receptors would depend on the construction activities involved, the noise emission of the involved equipment, the location of the equipment, and the hours of operation. Noise levels would decrease with distance from the construction activity.

Increased noise levels due to construction activity would be highest during the early construction stages such as demolition, excavation (including drilling of the geothermal wells), and foundation work. These stages would be relatively short in duration, i.e., a combined 12 months, and noise generated would be intermittent based on the equipment in use and the work being done. While the exact numbers of construction equipment that would be utilized has not been finalized, it is known that certain equipment including excavators, bulldozers, loaders, well drill rigs, compactors, and dump trucks would be required. For some limited time periods, construction activities would result in increased noise levels that may be intrusive and annoying and may significantly increase ambient noise levels in the immediate vicinity of the Project Site.

Based on the Project Site's location relative to surrounding land uses, there are no sensitive receptors in the immediate vicinity, with the exception of Milestone Child Care, a daycare center immediately west of the Project Site. The daycare's outdoor play area is located approximately 150 feet from the demolition work area and 200 feet from the construction work area for the proposed building. The daycare building is located approximately 250 feet from the demolition work area and 315 feet from the construction work area.

The most noise-intensive work, including demolition, excavation, and foundation construction, would occur during only a limited period of time, i.e., approximately 12 months. The noise-intensive portion of demolition would involve removal of pavement on the portion of the Project Site currently used for parking, whereas the remainder of the 8-month demolition period would consist of site preparation and other less noise-intensive activities. Noise-producing equipment associated with excavation and foundation construction would move around the site, and its operation in the portion of the Project Site nearest to the daycare facility would represent only a portion of the durations of these activities.

At a distance of 150 feet, the most noise-intensive construction equipment to be used for the Proposed Project (e.g., jackhammer, excavator, or drill rig) would produce a continuous

equivalent noise level in the mid 60s to low 70s dBA. This would be comparable to the existing noise levels measured at residences along Brevator Street near Melrose Avenue or along the Harriman Campus Ring Road (see Table 11-2 in Chapter 11, "Noise"). Based on the distance between the work areas and the nearest receptors and the temporary and intermittent nature of construction noise, the potential noise generated by construction of the Proposed Project would not create a significant adverse noise impact to the adjacent daycare facility or any residences or other noise-sensitive uses located outside the Harriman Campus.

Construction activities would comply with the hour limitations set forth in section 255-32 of the Code of the City of Albany, to minimize noise intrusion from construction activities during nights when residential uses are more sensitive to noise. In addition, construction equipment utilized would incorporate sound attenuation practices to further reduce the potential impact to sensitive receptors, such as the adjacent daycare facility.

The following measures would be implemented during construction of the Proposed Project:

- Construction activities would be conducted in compliance with section 255-32 of the Code of the City of Albany, including local day and hour construction limitations. As required, construction activities on the Project Site would be limited to the hours of 7:00 AM–10:00 PM;
- As early in the construction period as logistics would allow (pending provision of adequate electrical service by the local utility provider), diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws to the extent practicable;
- Trucks would not be allowed to idle more than 3 minutes at the Project Site; and
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

With these measures, short-term noise impacts would be minimized. Noise resulting from construction activities is temporary and would cease upon completion of the work at the Project Site. Therefore, construction of the Proposed Project would not result in significant adverse noise impacts.

CHAPTER 14. ALTERNATIVES

Introduction and Summary of Findings

In accordance with the *State Environmental Quality Review Act ("SEQRA")*, this chapter presents and analyzes alternatives to the Proposed Project. Alternatives selected for consideration in an EIS are generally those that are feasible considering the objectives and capabilities of the project sponsor and have the potential to reduce, eliminate, or avoid adverse impacts of a proposed action while meeting some or all of the goals and objectives of the action.

In addition to a comparative impact analysis, alternatives are assessed to determine to what extent they would meet the goals and objectives of the Proposed Project, which include developing a consolidated, modern laboratory to meet the needs of the Wadsworth Center and fulfill its public health mission, supporting and cultivating collaboration among scientists and researchers, and enhancing the Wadsworth Center's ability to meet emerging public health threats (see Chapter 1, "Project Description").

This chapter describes and evaluates the No Action Alternative to the Proposed Project, as required by the *SEQRA* regulations. Potential environmental impacts of the No Action Alternative are analyzed to a level of detail to allow reasonable comparison with the Proposed Project, in the context of each DEIS subject area. Using the conclusions from the preceding chapters, the potential impacts of the No Action Alternative are compared to the potential impacts of the Proposed Project.

In addition, this chapter provides a summary of alternative sites that were considered by New York State Department of Health ("NYSDOH"), the Dormitory Authority of the State of New York ("DASNY"), and Empire State Development ("ESD") before the Project Site was selected as the location for the Proposed Project. The alternative sites would potentially compromise the Proposed Project's goal of creating a consolidated laboratory and were not selected for the Proposed Project.

Alternative Sites Considered

As discussed in Chapter 1, "Project Description," the purpose of the Proposed Project is to consolidate laboratory operations of the Wadsworth Center from the current five locations into one new, world-class, state-of-the-art laboratory. NYSDOH, DASNY, and ESD conducted a site selection process to identify suitable locations for the Proposed Project in the Capital Region.[1] This process evaluated several potential sites for the Proposed Project based on several factors, including the following key factors:

1. Site acquisition and construction. This factor considered the price to purchase or lease the land and the type of construction. State-owned sites were rated more favorably in this criterion because they would come at no cost, while private land would need to be purchased or leased. New construction sites were also rated more highly under this criterion because they would likely be less expensive than retrofitting, demolishing, or expanding an existing building.

[1] For more information on the site selection process, please see: Deloitte. *Life Sciences Laboratory Initiative. Wadsworth Future State Report.* Prepared for The Dormitory Authority of the State of New York (DASNY), New York State Empire State Development (ESD), and New York State Department of Health (DOH). March 19, 2018. Available: https://esd.ny.gov/sites/default/files/LSLI_Final%20Report_2018-04-18.pdf.

2. Proximity to similar institutions. This factor considered the distance and drive times to nearby life sciences and relevant technology companies and academic and medical institutions.
3. Ability to accommodate space needs. This factor considered how well the site could accommodate an approximately 650,000 square foot facility for the Wadsworth Center.

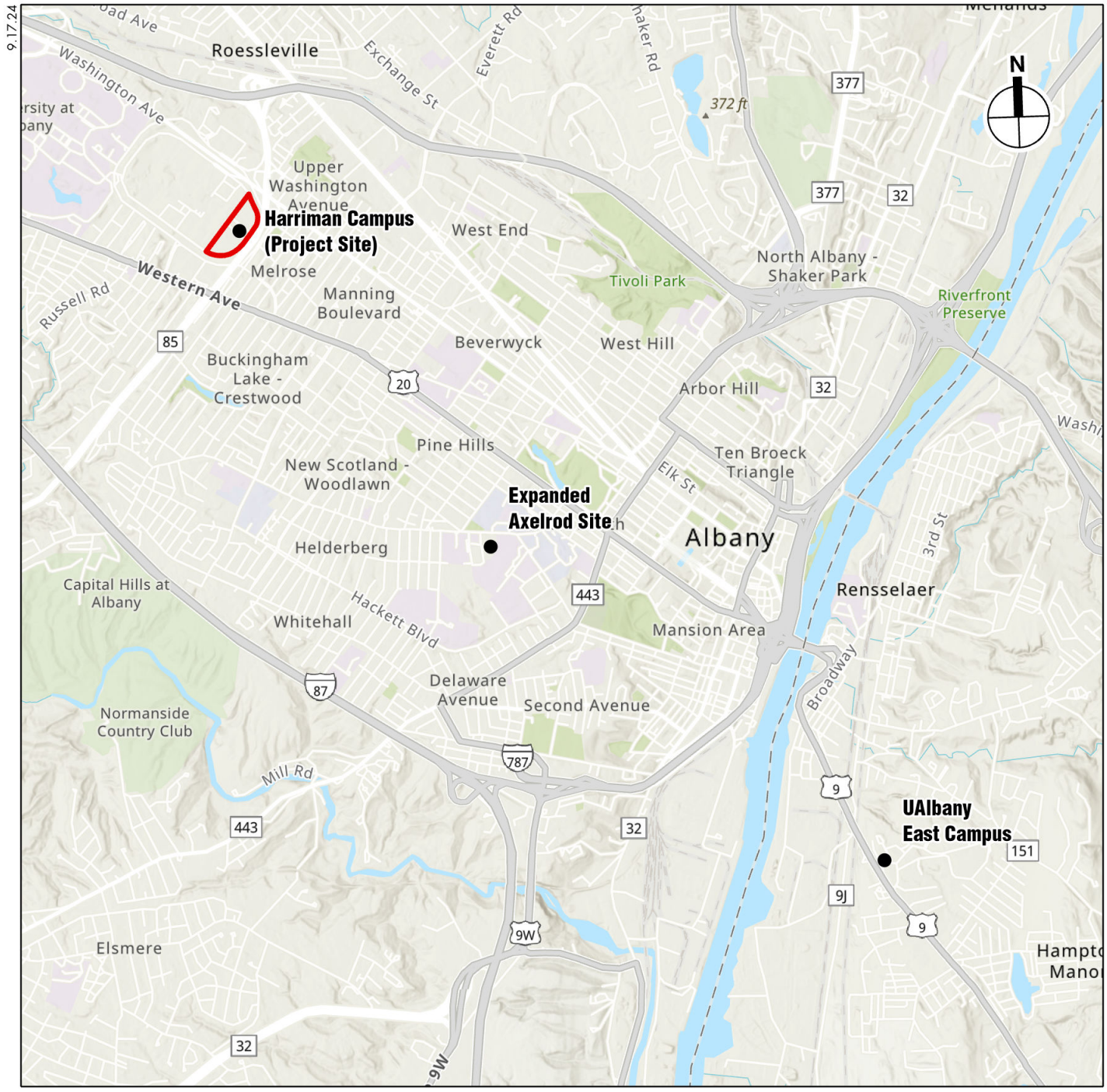
Based on these factors, three sites were identified as the most suitable sites for the Proposed Project. These three sites were the W. Averell Harriman State Office Building Campus ("Harriman Campus"), the University at Albany ("UAlbany") East Campus (the Health Sciences Campus) at 1 University Place, Rensselaer, NY; and an expansion of the David Axelrod Institute site (the "Expanded Axelrod site") at 120 New Scotland Avenue, Albany, NY. These locations are shown on **Figure 14-1**.

The site selection evaluation determined that both the UAlbany East Campus site and the Expanded Axelrod site would have sufficient space to accommodate the proposed facility and would be near other life sciences facilities and academic institutions. However, neither site is fully State-owned and both would require the State to acquire or lease additional property. The UAlbany East Campus site is owned by UAlbany Biosciences Development Corporation and would need to be acquired or leased by New York State to facilitate the construction of the proposed facility. The Expanded Axelrod site is partially State-owned but would require the acquisition of additional property to create a site that could accommodate the proposed facility. At both the UAlbany East Campus site and the Expanded Axelrod site, it was uncertain whether the additional property could be acquired or leased such that the Proposed Project could be developed in a cost-effective and timely manner. Therefore, both sites would potentially compromise the Proposed Project's goal of creating a consolidated laboratory and these alternative sites were not selected for the Proposed Project. The Harriman Campus site (i.e., the Project Site) was selected because it is already State-owned property that is cleared and ready for new construction, and it is of sufficient size to accommodate the proposed facility. Compared to the other sites, the Project Site is less proximate to similar life sciences, technology, academic, and medical institutions, but NYSDOH, DASNY, and ESD determined that the Project Site would still largely meet the Proposed Project's goals and objectives to foster innovation and collaboration among its scientists and researchers and enhance the life sciences industry in the Capital Region.

In February 2019, the New York State Public Authorities Control Board approved the Urban Development Corporation's request for a life sciences laboratory public health initiative plan for the location of a public health laboratory on the Harriman Campus.

No Action Alternative

Consideration of the No Action Alternative is mandated by *SEQRA* and is intended to provide the lead and involved agencies with an assessment of the expected environmental impacts of no action on their part. Under this alternative, the Proposed Project would not be constructed. The Project Site would remain in its current vacant and underutilized condition with surface parking uses. The Wadsworth Center's existing five facilities would remain at their existing locations in the Greater Albany area, which are generally outdated laboratories with aging infrastructure that make it challenging for the Wadsworth Center to fulfill its public health mission. Over time, these existing facilities would continue to deteriorate, even with ongoing maintenance, and would further degrade the capabilities of the Wadsworth Center. The Wadsworth Center's operations also would not benefit from the efficiencies and collaborative opportunities that would be provided by a consolidated, purpose-built, state-of-the-art laboratory facility.



Alternative Sites

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 14-1

Overall, with the No Action Alternative, none of the benefits associated with the Proposed Project would occur, and the No Action Alternative would not meet the NYSDOH objective to consolidate the Wadsworth Center's existing facilities, outmoded and dispersed throughout the Capital Region, into a world-class, state-of-the-art laboratory to continue to serve the evolving public health needs of the citizens of New York State.

Land Use, Zoning, and Public Policy

Under the No Action Alternative, the Project Site would remain as in existing conditions, with paved and unpaved areas used partially for campus parking and as a staging area for contractors working on other areas of the campus. The Project Site would remain an underutilized portion of the Harriman Campus.

The zoning of the Project Site would remain as Mixed-Use, Campus/Institutions ("MU-CI") district and within the Combined Sewer Overflow Overlay ("CS-O") district, as it would with the Proposed Project. With the No Action Alternative, the Project Site would remain undeveloped, and would not be responsive to the goals of the underlying zoning or complement the surrounding land uses, unlike the Proposed Project.

The No Action Alternative also would not further various public policy goals that apply to the Project Site. These goals promote infill development that is sustainable, consistent with its surroundings, and enhances public health, safety, and welfare. The current condition of the Project Site, which would continue under the No Action Alternative, would not advance these public policy objectives. As detailed in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Project would be consistent with the policy goals outlined in adopted plans and laws.

Overall, neither the Proposed Project nor the No Action Alternative would adversely affect the land use character, zoning, or public policy. However, the No Action Alternative would not generate the benefits that would result from the Proposed Project, nor would it reactivate and enliven the Project Site.

Stormwater Management

The Project Site contains a mix of pervious and impervious surfaces and drains to the municipal storm drainage system. The Project Site currently has no stormwater quality treatment or stormwater quantity control practices. Stormwater runoff from the Project Site enters the municipal storm drainage system un-detained and untreated. Under the No Action Alternative, stormwater runoff would continue to enter the municipal drainage system un-detained and untreated.

Visual and Community Character

Under the No Action Alternative, there would be no change to visual resources or community character. Under this alternative, the Project Site would remain in its existing condition, which consists of paved and unpaved areas used partially for campus parking as well as a closed portion used as a staging area by contractors. The Project Site would not be reactivated, and the structure, landscaping, walkways, and lighting associated with the Proposed Project would not be implemented. Like the Proposed Project, the No Action Alternative would not result in significant adverse impacts to the visual and community character of the Project Site or surrounding area.

Socioeconomic Impacts

Under the No Action Alternative, the Project Site would remain in its existing underutilized condition. The existing Wadsworth Center laboratories and facilities would continue to be located in five separate locations across the Capital Region. The No Action Alternative would not centralize and consolidate the Wadsworth Center facilities on the Project Site and would not introduce new economic activities to the Project Site. Like the Proposed Project, the No Action Alternative would not result in significant adverse socioeconomic impacts.

Environmental Justice

The No Action Alternative, like the Proposed Project, would not result in disproportionate effects on environmental justice populations. However, the No Action Alternative would also not provide the benefits that would occur with the Proposed Project, such as the provision of much-needed modern laboratory space to further the Wadsworth Center's public health mission.

Community Facilities

Since no construction or development activities would occur under the No Action Alternative, there would be no change in demand for service from municipal emergency service providers and no solid waste would be generated. Therefore, there would be no impacts to the City of Albany's emergency service providers or to solid waste collection services.

Infrastructure and Utilities

In its current condition, the Project Site has a minimal demand on infrastructure and utilities. Since no construction or development activities would occur under the No Action Alternative, there would be no change in demands on infrastructure or utility services.

Traffic and Transportation

Under the No Action Alternative, traffic and transportation conditions in the study area would remain similar to existing conditions. The No Action Alternative would not result in the incremental trips to the Project Site generated by the Proposed Project and commuter and delivery traffic to the Wadsworth Center's five existing facilities in the Capital Region would continue. Neither the No Action Alternative nor the Proposed Project would result in significant adverse impacts to traffic and transportation.

Air Quality and Climate Change

Since no construction or development activities would occur under the No Action Alternative, air quality conditions at the Project Site would be expected to remain the same as the present condition. The No Action Alternative would result in fewer vehicle trips and lower mobile source emissions at the Project Site than the Proposed Project, but neither the Proposed Project nor the No Action Alternative would result in significant adverse mobile source air quality impacts. Like the Proposed Project, there would be no potential for significant adverse air quality impacts from stationary sources on the Project Site with the No Action Alternative.

With respect to greenhouse gas ("GHG") emissions, the No Action Alternative would result in the continued use of the outdated existing laboratory facilities for the Wadsworth Center. The Proposed Project would have electric systems and improved energy efficiency compared to the existing facilities and would likely result in lower GHG emissions.

Noise

Since no construction or development activities would occur under the No Action Alternative, noise conditions at the Project Site would be expected to remain the same as the present condition. Like the Proposed Project, the No Action Alternative would not result in significant adverse noise impacts.

Hazardous Materials

Under the No Action Alternative, the Project Site would remain unchanged. Without the subsurface disturbance associated with construction-related activities, there would be no potential for exposure to subsurface contamination. Like the Proposed Project, the No Action Alternative would not result in significant adverse hazardous materials impacts.

Construction

The No Action Alternative would not result in any construction or development activities on the Project Site. Therefore, like the Proposed Project, the No Action Alternative would not result in significant adverse impacts from construction activities.

CHAPTER 15. CUMULATIVE IMPACTS

Introduction and Summary of Findings

This chapter summarizes the Proposed Project's anticipated cumulative impacts, or effects which result from the incremental impact of the Proposed Project when added to other past, present, and reasonably foreseeable future actions. Under the New York *State Environmental Quality Review Act ("SEQRA")*, cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant. This chapter relies on other chapters of this Environmental Impact Statement ("EIS") for descriptions of future conditions with the Proposed Project, and assesses the Proposed Project's potential effects in combination with other projects occurring nearby and within a similar timeframe.

As discussed below, the Proposed Project, when added to other past, present, and reasonably foreseeable future actions, would not have the potential to result in significant adverse cumulative impacts. The other background projects in the area surrounding the Project Site are limited in number and size and are typical of the existing character of the W. Averell Harriman State Office Building Campus ("Harriman Campus") and the surrounding area. The Proposed Project would also be consistent with the scale and type of development on the Harriman Campus.

Methodology

In accordance with 6 *N.Y.C.R.R.* Part 617.9, this chapter considers the Proposed Project's "cumulative impacts." This assessment considers the environmental effects of the Proposed Project in combination with other projects potentially occurring within or nearby the Project Site and within a similar timeframe as the Proposed Project. The environmental effects of the Proposed Project are based on a review of the other technical analyses provided in this EIS. Additionally, DASNY contacted the City of Albany Department of Planning and Development and the New York State Offfice of General Services ("OGS") to identify other nearby projects occurring in a similar timeframe as the Proposed Project (referred to as "No Build projects" in this assessment). The Proposed Project was then evaluated in combination with the No Build projects to determine the Proposed Project's potential cumulative impacts.

The *SEQR Handbook* provides guidance on assessing cumulative impacts.[1] Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added to other past, present and reasonably foreseeable future actions. Cumulative impacts must be assessed when actions are proposed, or can be foreseen as likely, to take place simultaneously or sequentially in a way that the combined impacts may be significant.

When defining cumulative impacts, page 80 of *The SEQR Handbook* states:

> *"Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from a single action or from two or more individually minor but collectively significant actions taking place*

[1] The SEQR Handbook, Fourth Edition: New York State Department of Environmental Conservation, Albany, NY. Available: https://extapps.dec.ny.gov/docs/permits_ej_operations_pdf/seqrhandbook.pdf

over time. Cumulative impacts do not have to all be associated with one sponsor or applicant. They may include indirect or secondary impacts, long-term impacts, and synergistic effects."

Page 80 of *The SEQR Handbook* also provides examples of when cumulative impact assessment should occur, as follows:

- If two or more simultaneous or subsequent actions themselves are related because:
  - one action is an interdependent part of a larger action or included as part of any long range plan;
  - one action is likely to be undertaken as a result of the proposed action or will likely be triggered by the proposed action;
  - one action cannot or will not proceed unless another action is taken or one action is dependent on another; or
- If the impacts of related or unrelated actions may be incrementally significant and the impacts themselves are related.

According to *The SEQR Handbook* (p. 80), "Another factor in examining whether two or more actions should be considered as contributing to cumulative impacts, is whether the two actions are in close enough proximity to affect the same resources." While the Proposed Project and No Build projects are not interdependent, the projects are within close enough proximity to affect the same resources, warranting consideration of potential cumulative effects.

No Build Projects

Table 15-1 identifies the No Build projects within approximately 1 mile of the Project Site, which is intended to be a large enough area to encompass other projects that may have cumulative effects with the Proposed Project. **Figure 15-1** provides the location of the No Build projects.

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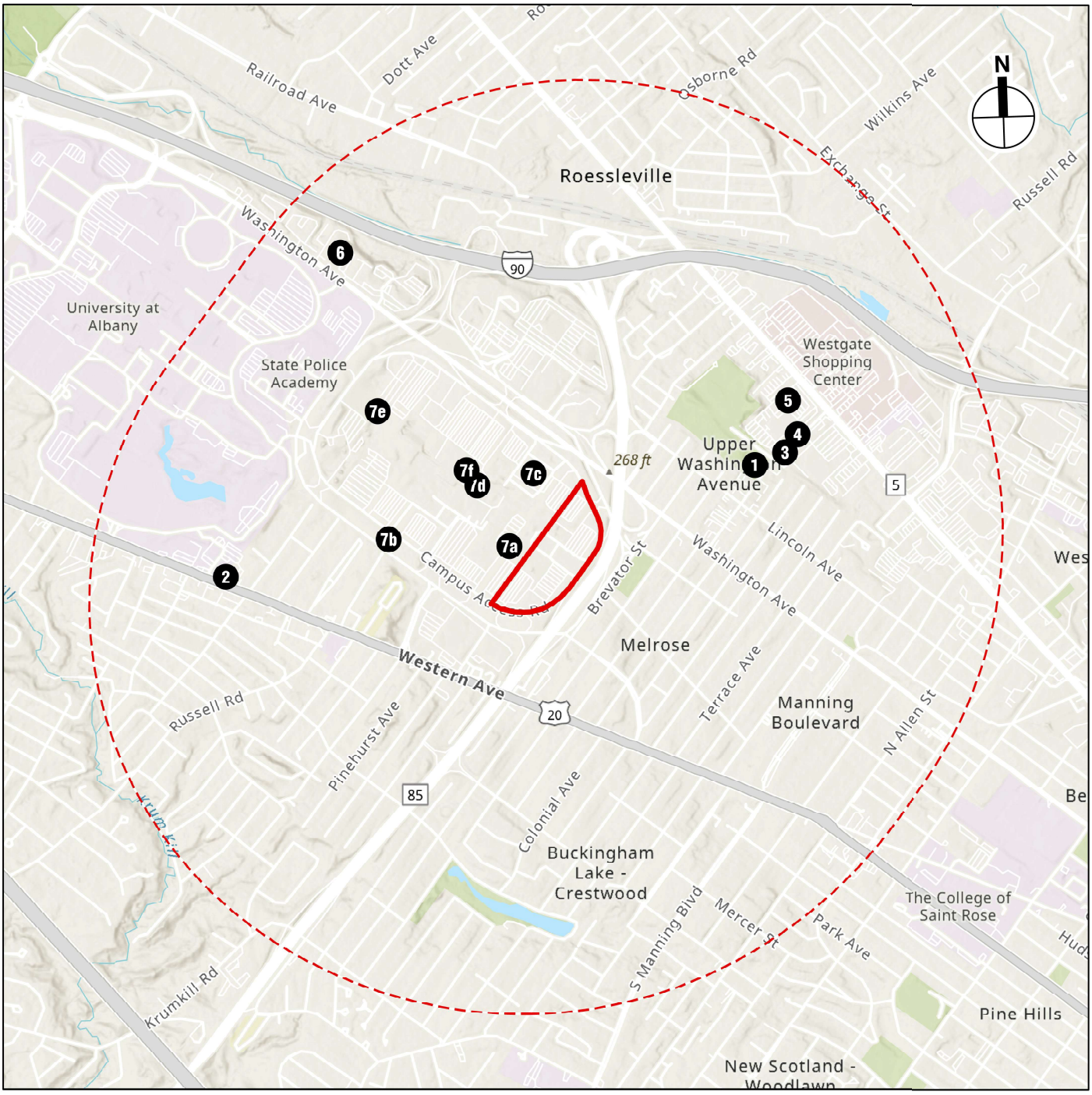

Project Site

Study Area (1-mile perimeter)

1 *No Build Project*

No Build Project Locations

NYS LIFE SCIENCES PUBLIC HEALTH LABORATORY

Figure 15-1

Table 15-1
No Build Projects

Map ID Number	Project Name/Address	Program Description
1	60 Colvin Avenue	Two new buildings. One three-story, approximately 57,000 square foot ("sf") building with 49 dwelling units and 4,800 sf of retail space; one two-story, approximately 17,000 sf building with 14 dwelling units
2	1211 Western Avenue	New six-story, approximately 151,600 sf building with 136 dwelling units
3	66 Colvin Avenue	Existing building conversion to an approximately 75,550 sf self-storage facility
4	64 Colvin Avenue	Two new buildings. An approximately 108,500 sf building with 120 dwelling units; one-story, approximately 3,700 sf retail building
5	944 Central Avenue	New approximately 5,200 sf restaurant
6	1383 Washington Avenue	Conversion of approximately 45,300 sf hotel into building with 99 dwelling units
7	**Harriman Campus Improvement Projects**	
7a	Employee Eastern Lot	1,480-space employee parking lot spanning the length of the campus along Buildings 3, 4, 5, and 6. Approximately 269 spaces of this lot have been constructed as part of the Building 4 renovation.
7b	Replace Ring Roads and Access Ramps	Replacement of ring roads, loops, and access ramps around campus. Utility replacement and resurfacing of Campus Outer Loop Bridge.
7c	Lot JX281	265-space employee parking lot located between Building 5 and Building 6
7d	Visitor Lot V215	215-space visitor parking lot located between Building 7 and Building 8
7e	OEM & OEC Facility	New 114,500 sf office building with approximately 100 staff, located just northeast of the existing SUNY ETEC building
7f	Testing Laboratory Building	New 110,000 sf building with office and laboratory uses, located north of Building 8 and west of Building 7

Note: See **Figure 15-1** for project locations.
Source: City of Albany Department of Planning and Development; OGS.

Potential Cumulative Impacts of the Proposed Project

For each technical area analyzed, this assessment of potential cumulative impacts considers the environmental effects of the Proposed Project in combination with the No Build project identified in **Table 15-1** above. **Table 15-2** provides a summary of the Proposed Project's potential cumulative impacts. As shown, the Proposed Project is not expected to result in any significant adverse cumulative impacts.

Table 15-2
Summary of Potential Cumulative Impacts

Technical Area	Potential Adverse Impacts[1]	Potential Cumulative Impacts
Land Use, Zoning, and Public Policy	No significant adverse impact; the Proposed Project would be compatible with neighboring land uses, substantially conform to the applicable zoning requirements, and consistent with applicable public policies.	No significant adverse cumulative impact – The No Build projects are limited in number and size and would be consistent with the existing character of the Harriman Campus and the surrounding neighborhoods.
Stormwater	No significant adverse impact	No significant adverse cumulative impact – Stormwater runoff for the No Build projects would be handled in accordance with applicable regulations.
Visual and Community Character	No significant adverse impact; the Proposed Project would be visible from the surrounding area but would not change the visual character of the site.	No significant adverse cumulative impact – The No Build projects, particularly those on the Harriman Campus, are expected to be consistent visually with existing development.
Socioeconomic Conditions	No significant adverse impact	No significant adverse cumulative impact – The No Build projects would not change conditions or trends related to population, housing, or economic activity in the area.
Environmental Justice	No disproportionate impacts on environmental justice populations, including disadvantaged communities.	No significant adverse cumulative impact – The No Build projects would be limited in number and size and typical of surrounding development.
Community Facilities	No significant adverse impact; increased demand for public safety services on the Project Site would be offset by reductions in demand at the existing Wadsworth Center locations that would be vacated. Private haulers would handle the Proposed Project's solid waste, as in existing conditions.	No significant adverse cumulative impact – The No Build projects would be limited in number and size and typical of surrounding development.
Infrastructure	No significant adverse impact; the Proposed Project would place additional demands on infrastructure and utilities but these services would not be overburdened.	No significant adverse cumulative impact – The No Build projects would be limited in number and size and typical of surrounding development.
Traffic and Transportation	No significant adverse impact; the Proposed Project's additional vehicle trips would not result in significant degradation of intersection or ramp merge/diverge operations.	No significant adverse cumulative impact – The analysis includes background growth in traffic volumes representative of increased traffic with the No Build projects.
Air Quality and Climate Change	No significant adverse impact; the Proposed Project's electric systems and improved energy efficiency would likely result in lower greenhouse gas emissions than the existing Wadsworth Center facilities.	No significant adverse cumulative impact – The proposed fossil fuel-fired stationary sources would not result in significant adverse impacts and the No Build projects would be limited in number and size and dispersed throughout the surrounding area. Given the size of the No Build projects, they are not expected to be large sources of air emissions.
Noise	No significant adverse impact	No significant adverse cumulative impact – The noise analysis accounts for growth in traffic volumes due to both the Proposed Project and general background growth representative of increased traffic with the No Build projects.
Hazardous Materials	No significant adverse impact	No significant adverse cumulative impact – No Build projects would be required to adhere to applicable laws and regulations regarding hazardous materials.

Table 15-2
Summary of Potential Cumulative Impacts

Technical Area	Potential Adverse Impacts[1]	Potential Cumulative Impacts
Construction	No significant adverse impact	No significant adverse cumulative impact – The No Build projects are either far enough away from the Project Site or not substantial such that no significant adverse cumulative construction impacts would be expected.

Note:
[1] The Proposed Project's potential adverse impacts are addressed in greater detail throughout this EIS in the chapters pertaining to each technical area.

CHAPTER 16. UNAVOIDABLE ADVERSE IMPACTS

State Environmental Quality Review Act regulations require an Environmental Impact Statement ("EIS") to identify those adverse environmental impacts that cannot be avoided or adequately mitigated if the proposed action is implemented.[1] A significant adverse impact is considered "unavoidable" if there are no reasonably practicable mitigation measures to eliminate the impact, or if there are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As discussed in the preceding chapters of this EIS, the Proposed Project is not anticipated to result in any unavoidable significant adverse environmental impacts.

[1] State Environmental Quality Review implementing regulations 6 *N.Y.C.R.R.* Part 617.9(b)(5)(iii)(b).

CHAPTER 17. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

There are a number of resources, both natural and man-made, that would be expended in the construction and operation of the Proposed Project. These resources include the building materials used in construction; energy in the form of gas and electricity consumed during construction and operation; and the human effort (time and labor) required to develop, construct, and operate the Proposed Project. If the Proposed Project is not constructed, the existing Wadsworth Laboratory facilities would continue to operate and consume similar resources for their operation.

These resources are considered irretrievably committed because their reuse for some purpose other than for the Proposed Project would be unlikely. The commitment of building materials to the Proposed Project would not result in significant adverse impacts and, as discussed in Chapter 8, "Infrastructure and Utilities," the Proposed Project would not result in significant adverse impacts on energy delivery or generation systems or services. The development associated with the Proposed Project also constitutes a long-term commitment of land resources, thereby rendering land use for other purposes highly unlikely in the foreseeable future. The Proposed Project would redevelop a vacant and underutilized portion of the W. Averell Harriman State Office Campus (the "Harriman Campus") that was previously developed with two buildings and would be compatible with neighboring land uses. The Project Site has been previously disturbed and does not possess any natural resource of significant value.

These commitments of land resources, materials, and energy are weighed against the benefits of the Proposed Project, which would create a new, world-class, state-of-the-art laboratory for the Wadsworth Center. The Proposed Project would provide many benefits to the public, including improved preparedness for future public health emergencies, enhanced capabilities to meet emerging public health threats, and improved efficiencies in public health testing, among others.

CHAPTER 18. GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

This chapter provides an assessment of the potential growth-inducing aspects of the Proposed Project.

As described in Chapter 1, "Project Description," the Proposed Project consists of the construction of a new, purpose-built, state-of-the-art Life Sciences Public Health Laboratory building and accessory surface parking lot on a 27-acre site on the W. Averell Harriman State Office Building Campus ("Harriman Campus"). The Project Site previously contained structures that were part of the Harriman Campus, but those structures have been demolished and the site is now vacant. As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Project would be compatible with the heights, density, and intensity of use within the Harriman Campus, and would not introduce a new land use that could induce additional development. As discussed in Chapter 1, "Project Description," the Proposed Project would co-locate scientists and researchers in one advanced laboratory facility, which would support and cultivate industry collaborations and contribute to broader life sciences initiatives in the region. This support for the life sciences industry would not be expected to induce substantial growth in the surrounding area, as the Capital Region already has a well-established cluster of medical, research, and other institutional uses, as discussed in Chapter 5, "Socioeconomic Conditions."

As discussed in Chapter 8, "Infrastructure and Utilities," the Proposed Project would be served by existing infrastructure, and would not create new infrastructure capacity or new access to undeveloped areas. The Proposed Project would require some improvements to connect to existing infrastructure, but these improvements would be designed to accommodate demand generated by the Proposed Project and therefore would not induce growth beyond the Project Site.

As discussed in Chapter 5, "Socioeconomic Conditions," the Proposed Project would introduce new employment to the Project Site, but the majority of the workers would be relocated from other existing campuses in and around the City of Albany. Therefore, the Proposed Project is not expected to induce growth as a result of a substantial number of new workers moving to the area.

Overall, the Proposed Project would not result in significant adverse growth-inducing impacts.