



# Crossgates developer sees air compliance

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**GUILDERLAND** — Air quality standards at Western Avenue and Schoolhouse Road can be met if minor calculation changes in air quality data are made, according to a letter submitted by the developer of the proposed Crossgates mall to state Department of Environmental Conservation Commissioner Robert F. Flacke.

Earlier, EnCon expressed concern that air quality standards at the intersection near the proposed mall could not be met through 1984.

According to the letter to Flacke from Steven C. Davis, the developer's air quality consultant, the "violation of ambient air quality standards at Intersection 1 (Western Avenue and Schoolhouse Road) is not likely."

The letter points out a "calibration factor" of 0.65 value used in setting up a traffic model of air quality standards is

too conservative and should be changed to a factor as low as 0.3.

The calibration factor is used to correct overprediction of carbon monoxide levels by a computer which analyzes traffic and air quality patterns.

Bruce Kenan, managing partner in the Pyramid Crossgates Co., the mall's developer, said Wednesday the 0.65 value is "too conservative. Even EnCon feels we should use a lower correction factor."

In essence, the lowering of the calibration factor to 0.3 or 0.4 would bring air quality at the intersection into compliance with air quality standards.

Lindsay Childs of McKownville, one of the mall's opponents, called the question of changing the calibration factor "the key part of their (Pyramid Crossgates) proposal. If they can succeed in convincing EnCon the 0.65 is too conservative, they will not have any

problems with air quality."

Childs noted the 0.65 value was decided upon during lengthy hearings on the mall last year, and that EnCon must make the developers conduct another model validation at the intersection before it changes the agreed-upon value.

"EnCon will have to require Pyramid to do new measurements of traffic and air quality," Childs said, adding such studies would take two to three months.

Childs also said that if EnCon approved the change of the calibration factor without requiring the revalidation of a traffic model at the intersection by Pyramid, "it is fairly likely this would be a basis for a lawsuit."

Childs said Flacke must make a decision based on record — testimony given at the public hearings and subsequent submissions to him. Record does not show the calibration factor should be changed, Childs contends.

Flacke has promised to make a

decision on whether to grant Pyramid 11 permits needed to proceed with construction of the mall by the end of June. That date, however, could be changed if Pyramid requests a delay and EnCon agrees to the delay.

Kenan said his company would be willing to make changes in signalization or traffic patterns at the intersection to meet air quality standards, but noted he believed "only the calculation is at fault."

He said, however, there is "a shopping list of things you can do" at the intersection to meet air quality standards, and that his company would do any or all of them.

Childs said he would submit a letter to Flacke today — the end of the two-week period given by Flacke for parties to submit factual information on air quality at the intersection. Kenan said he believed "it's over and there is very little to be said (by mall opponents) at this time."