

STATE ENVIRONMENTAL QUALITY REVIEW FINDINGS STATEMENT

Pursuant to Article 8 (State Environmental Quality Review Act - SEQRA) of the Environmental Conservation Law and 6 NYCRR Part 617, the Schenectady Metroplex Development Authority as Lead Agency makes the following findings.

Name of Action: The ALCO Redevelopment Project

Description of Action: The Schenectady Metroplex Development Authority (Metroplex) has initiated the SEQRA process and commissioned the preparation of a Generic Environmental Impact Statement (GEIS) to address the potential redevelopment of the former American Locomotive Company (ALCO) site, also known as the Nott Street Industrial Park (the Study Area) for a mixed use commercial and residential project (the Project). The Study Area, covers approximately 60 acres and consists of former industrial buildings and large warehouse buildings many of which are dated, dilapidated and/or underutilized.

Future development is envisioned to include the construction of new residential units, retail, office, and commercial space. Future development within the Study Area will require improvements to the intersections at Nott Street & Erie Boulevard, Maxon Road Extension & Erie Boulevard, and Freemans Bridge Road & Sunnyside Road. Mitigation measures include realignment, reconstruction, left-turn only lanes, and signal timing adjustments.

Within the Study Area, over time it is expected that all of the existing structures will be demolished as part of the brownfield cleanup and will make way for new buildings. As such, non-conforming industrial space will be replaced by new buildings and uses that would be consistent with the City's Comprehensive Plan and recently updated zoning code. The timeframe for the new construction will be highly dependent on economic conditions, however it is expected that build out would occur over the next 10 years. Some existing light industrial uses within the ALCO Study Area may continue to exist as non-conforming uses. Such uses need to address brownfield issues and enhance their appearance through the use of landscaping and other measures.

A community center may be developed along with floating docks to encourage waterfront access. It is also anticipated that the Hudson-Mohawk River Bike Trail will be extended through the Study Area along the Mohawk River. The bike path will continue adjacent to the Mohawk River and connect to East Front Street.

Location: 301 Nott Street, Schenectady, including parcels adjoining 301 Nott Street. The Project site is bounded by Erie Boulevard, the Mohawk River, the Stockade section of Schenectady, and the Front Street Neighborhood.

Date Final Generic Environmental Impact Statement Accepted: April 28, 2010

Certification to Approve/Fund/Undertake:

Having considered the Draft and Final Generic Environmental Impact Statement and having considered the written facts and conclusions stated herein which are relied on to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met; and
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is the one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

Schenectady Metroplex Development Authority
Name of Agency

Signature of Responsible Official

Ray Gillen
Name of Responsible Official

Chairman
Title of Responsible Official

Date

433 State Street
Schenectady, New York 12305
Address of Agency

Jayne Lahut, Executive Director
Contact

cc: Other Involved and Interested Agencies

THE SEQRA PROCESS

September 13, 2006 – Metroplex adopted a resolution declaring its intent to act as lead agency for the Project and on September 19, 2006 distributed the EAF and Project materials to all identified involved agencies and expressing Metroplex’s intent to act as lead agency.

February 26, 2007 – Metroplex assumed lead agency status for purposes of SEQRA review of the Project, issued a Positive Declaration with respect to the Project, requiring that a DGEIS be prepared.

March 14, 2007 – Metroplex held a public scoping meeting regarding the Draft Scoping Outline of issues to be addressed in the DGEIS.

April 11, 2007 – Metroplex adopted a Final Scoping Outline.

February 10, 2010 – Metroplex accepted the DGEIS as complete for public review.

March 1, 2010 – Metroplex held a public hearing on the DGEIS. The public comment period ended on March 12, 2010.

April 28, 2010 – Metroplex accepted the FGEIS as complete and providing a full and comprehensive evaluation of the Project and its potential adverse environmental impacts and addressing all comments received by Metroplex.

SEQRA FINDINGS

INTRODUCTION

Metroplex initiated the SEQRA process to address the potential redevelopment of the former American Locomotive Company site (also known as the Nott Street Industrial Park) for a mixed use commercial and residential project. The GEIS also included within its Study Area the East Front Street Area which is between the ALCO site and the historic Stockade District. The Study Area offers a significant opportunity for redevelopment since it is a brownfield, is located along the banks of the Mohawk River, and has been underdeveloped since its industrial peak in the 1950’s. Many of the buildings on the ALCO site are dilapidated and in disrepair.

In its role as SEQRA Lead Agency, Metroplex commissioned the development of a Draft Generic Environmental Impact Statement to address potential environmental impacts of proposed land use changes and the redevelopment of the Study Area.

Potential future land uses for the Study Area are as follows:

Land Use	Amount/Size
Residential	50 Townhomes 50 Condos 100 Apartments
Hotel (5-6 Stories)	125 Rooms
Commercial (includes office & R&D)	450,000 sq.ft.
Retail (including restaurants)	75,000 sq.ft.

Future development within the Study Area, and surrounding area, may require improvements to the following intersections: Nott Street & Erie Boulevard; Maxon Road Extension & Erie Boulevard; and Freemans Bridge Road & Sunnyside Road. Mitigation measures include realignment, reconstruction, left-turn only lanes, and signal timing adjustments. Such future projects will be coordinated with NYSDOT during site planning for review of traffic impacts and mitigation needs. At the same time, however, the goal is to redevelop this blighted property. As has been concluded on another recent redevelopment project, Metroplex believes that it does not make sense to require the same type of highway mitigation for urban redevelopment as is typically required for suburban and ex-urban projects.

Redevelopment of the Study Area and addressing past contamination will require the demolition of the buildings and structures as the area is remediated and redeveloped. The ALCO site currently contains some pre-existing industrial operations, including STS Steel, that are now nonconforming uses following the City’s zoning changes several years ago. STS Steel, as with other property owners in the ALCO site, will need to address existing contamination, such as contaminated groundwater and soils, and will need to enhance landscaping and other aesthetic features.

Some of the ALCO buildings are eligible for listing on the National Register of Historic Places because they contribute to the industrial history of the region. As part of the Restore NY Grant process, Metroplex has consulted with the NYS Office of Parks Recreation and Historic Preservation (OPRHP) including the submission of a Phase 1A Study and documentation of the extensive fill at the Study Area. As a result OPRHP has indicated that documentation through a photographic survey of the structures is an appropriate mitigation for impacts to historic structures. In addition, a \$5,000 donation will be made to the Schenectady Museum to offset the costs of program/exhibit development associated with the ALCO site and the history of locomotive production in the City of Schenectady. (See FGEIS, Appendix C, Letter of Resolution).

The proposed mixed-use commercial and residential development represents an opportunity for significant aesthetic enhancement of the Erie Boulevard corridor and Mohawk River waterfront for Schenectady. Dilapidated, vacant, and underdeveloped buildings will be demolished and several hundred thousand square feet of new residential, commercial and office space will be constructed. In the long term the visual character of the Study Area will improve.

The Study Area is zoned C-3, Waterfront Development District. New development will be consistent with zoning and the City's Comprehensive Plan.

The water supply for the Study Area is provided from the City of Schenectady's water system. Based on the envisioned uses, there is adequate water supply to meet the domestic water and fire protection needs of the proposed build-out of the Study Area. In addition, there is sufficient capacity in the City's sewer collection system and Water Pollution Control Plant to accept the anticipated wastewater. The City currently maintains a water and sewer system capable of serving many uses in the City that no longer exist. This is one of the important fiscal justifications for reusing and repurposing this area.

The Mohawk River is the only surface water feature in the Study Area. Reopening the river to public access in the Study Area along the River is a key goal of the City.

The Study Area has documented environmental contaminant conditions that have been or are currently under programs overseen by NYSDEC for remediation. The proposed redevelopment will be accomplished by working closely with NYSDEC under the Brownfields Program. This approach is similar or the same as that used to redevelop the other former ALCO sites in the City.

Building construction within the Study Area will require evaluation for potential vapor intrusion and incorporate design measures to protect building occupants. Further, contaminated soil disturbed during construction may be removed and disposed of off-site to the extent practical or otherwise managed in accordance with applicable regulations and NYSDEC approval during the Brownfields process. Residual impacted soil should be covered or capped to eliminate potential exposure. Prior to demolition of existing buildings issues related to asbestos, lead paint and other contaminants will be addressed.

Temporary construction impacts may include noise, fugitive dust, and increased traffic. These impacts will be mitigated through the use of Best Management Practices to be determined during the approval process for specific projects. Standard mitigation measures are recommended, including the preparation of a Stormwater Pollution Prevention Plan to address erosion and sediment control.

THE GENERIC ENVIRONMENTAL IMPACT STATEMENT

Pursuant to the SEQRA regulations, a GEIS may be used to assess the potential impacts resulting from 1) a number of separate actions in a given geographic area; 2) a sequence of actions taken by a single agency; 3) a separate action having common impacts; and/or 4) development plan influencing zoning regulations or resource management plans.

The GEIS is used to assess various environmental thresholds so the decisions about acceptability of those impacts and the appropriateness of potential mitigation measures can be made as early as possible in the environmental review process. The GEIS is intended to establish thresholds for the various environmental concerns which later become the standard by which subsequent detailed plans are tested and finalized.

For example, the GEIS establishes the amount of new and rehabilitated development (measured in terms of square feet) expected based on development anticipated for the Study Area. New traffic generated by projected development is also another threshold indicator. Provided the final square footage is equal to or less than the established thresholds, no further environmental review is required.

However, should the final plans for the square footage be greater than the established thresholds additional environmental analysis, including the preparation of a Supplemental GEIS may be required. Likewise, traffic generated above what is anticipated based on the development projections may warrant additional review.

PUBLIC COMMENT

During the comment period and public hearing, Metroplex received comments in both written and verbal form. Comments from both organizations and individuals were received at the public hearing. Eleven letters were received from agencies and the general public, including: NYS Dept. of Transportation; U.S. Army Corps of Engineers; Schenectady Heritage Foundation; Schenectady County League of Women Voters; STS Steel; T. Hodgkins; Schenectady County Environmental Advisory Council; SGS Rowing Association; ALCO Historical and Technical Society; and Capital District Transportation Authority.

The written and verbal comments received were addressed in the FGEIS, including specific responses to comments and revisions and clarifications to the DGEIS (discussed below) based upon comments received.

REVISIONS AND CLARIFICATIONS TO THE DGEIS

A revised economic impact analysis was prepared in response to comments received on the DGEIS. The revised report confirms the significant positive economic impact of the Project, including a Project construction budget of \$152 million which is predicted to generate \$219 million of economic output within Schenectady County, including \$41 million in construction-related payrolls for approximately 1,000 one-year full time equivalent (FTE) jobs with an average annual wage of \$42,000. Furthermore, after construction is complete the Project is predicted to generate almost \$800 million in annual economic output for Schenectady County, including over 2800 FTE jobs with \$132 million in payrolls. Over 120 FTE jobs will be housed on the redeveloped site.

The significant positive economic impact will be realized by transforming a blighted, underutilized area of the City which in its current configuration prevents the use and enjoyment of the waterfront. Moreover, the ALCO site is a deteriorating “brownfield” which will benefit from remediation and reuse. A key component of the redevelopment of the area will be NYSDEC approved remediation plans pursuant to the Brownfield Cleanup Program that will allow the reuse of the area. Similar strategies have been successfully implemented at nearby former ALCO areas that have been remediated and rebuilt and are now contributing to the tax base of the City and the County and Community’s revitalization.

Although the long term focus of the redevelopment of this area is a mixed commercial and residential area, the ALCO site currently contains some industrial operations including STS Steel. With the change in City zoning several years ago STS’s operation is a pre-existing nonconforming use. STS Steel currently owns a building and they have attempted to exercise their option to purchase additional property at the ALCO Site. STS Steel, as with other property owners in the ALCO site, will need to address existing environmental conditions, such as a contaminated groundwater and soils, and will need to enhance landscaping and other aesthetic features of the STS Steel operation.

Future uses in the area have been designated as retail commercial due to its location immediately adjacent to Erie Boulevard, a major connector road between the City of Schenectady and the Town of Glenville. It is hoped that existing operations in the ALCO site, especially nonconforming industrial uses, will cooperate with the both the aesthetic and remediation goals of the redevelopment of the property.

ENVIRONMENTAL CONDITIONS, IMPACTS AND MITIGATION

1. Transportation

The Study Area has several key intersections, which form the basis of the impact analysis. Traffic volumes for morning and evening peak traffic were developed by traffic counts conducted in 2005, 2006 and 2007, which were adjusted to reflect existing 2010 conditions.

Key intersections include:

- Erie Boulevard & State Street
- Erie Boulevard & Liberty Street
- Erie Boulevard & Union Street
- Erie Boulevard & Nott Street
- Erie Boulevard/Freemans Bridge Road & Maxon Road Extension
- Freemans Bridge Road & Sunnyside Road

Pedestrian amenities include sidewalks along both sides of Erie Boulevard between State Street and Nott Street. Pedestrian signals and crosswalks are provided at several locations, including a mid-block pedestrian crossing at 1462 Erie Boulevard. Sidewalks are not provided on either side of Erie Boulevard north of Nott Street adjacent to the Study Area. The Capital District Transportation Authority provides bus service northbound along Erie Boulevard between State Street and Nott Street, and then east towards Nott Street and Van Vranken Avenue. Southbound service is picked up at Nott Street and Park Place, which is approximately 0.25 miles east of the Study Area.

CDTA is in the process of implementing high performance Bus Rapid Transit (BRT) service along major routes (such as State Street) to access major employment and activity centers in the region. CDTA, through its START program, also provides limited “curb-to-curb” transportation service on an advance reservation basis for persons with disabilities.

Traffic was evaluated for the existing conditions, future conditions without site development and future conditions with the redevelopment of the ALCO site for the proposed mix of residential, commercial and light industrial uses.

The potential traffic generated by the development will change the levels of service during peak hours at all of the study intersections. Several of the intersections within the study area are included in projects that are already programmed for improvements in the regional Transportation Improvement Program: namely the Erie Boulevard Corridor Project, which extends from I-890 to Liberty Street, includes the section of Erie Boulevard from State Street to Union Street, and a future project for intersection improvements at Erie Boulevard and Nott Street. Because of these ongoing and/or pending projects, additional improvements at these locations are not recommended at this time.

Mitigation measures proposed to address the potential traffic impacts at other study intersections include:

- **Erie Boulevard at Nott Street** - Site planning and design for the Study Area should be consistent with the concepts for future intersection improvements at this location and should not constrain, to the extent possible, the options for these future improvements.
- **Erie Boulevard/Freemans Bridge Road at Maxon Road Extension** – A separate right-turn lane is recommended to be constructed on the Erie Boulevard northbound approach to the

intersection and that signal timings be adjusted to optimize the peak hour operations. This physical improvement at the intersection may also require replacement of the existing signal system.

- **Freemans Bridge Road at Sunnyside Road** – Optimization of the traffic signal timing to reflect the future changes in traffic volumes and patterns.
- **Erie Boulevard at Site Access** – A new site driveway should be provided on Erie Boulevard, north of the intersection at Nott Street, located a minimum distance of ¼ mile from existing adjacent traffic signals (Nott Street and Maxon Road Extension). It is recommended that a traffic signal be installed at this intersection when site development progresses to a point where the warranting criteria for signal control will be satisfied. The construction of a site access on Erie Boulevard in this area may involve FHWA action and approval in addition to the permitting requirements of NYSDOT.

Metroplex intends that that the proposed redevelopment will be coordinated with NYSDOT. While individual projects within the Survey Area will be coordinated as usual with NYSDOT during the site plan process, the goal is to encourage reuse of the blighted property. As NYSDOT noted in connection with the redevelopment of the Proctor’s Block section of the City, it does not make sense to require the same type of highway mitigation of urban redevelopment that is required of suburban and ex-urban projects.

The relationship between the land use and transportation infrastructure plays a role in the travel patterns and modes of transportation. This is especially true for mixed-use development such as that being proposed for the Study Area. The density and layout of land uses within the development influences how the infrastructure is utilized. As a result, the layout of the development in the Study Area should be arranged so that complementary land uses are located within close proximity to each other and the transportation system should be designed to promote walking and transit use, which can also reduce vehicle trips. The design of the internal transportation system should promote walking by providing sidewalks on all roadways and pedestrian connectivity between the land uses, parking locations, and transit stops within the Study Area. Narrow roadway widths and curb-side treatments can also promote a safe walking environment similar to surrounding neighborhood streets. Finally, the design of pedestrian and bicycle accommodations should provide connections to the residential areas to the west.

2. Cultural Resources

Based on the results of the Phase 1A Cultural Resources Study, there are 40 archaeological sites within one-mile and 23 National Register sites within one-half mile of the Study Area boundaries. In addition, considering that the Study Area is within the bounds of reported precontact sites and is in close proximity to nineteen other precontact sites, there is a moderate to high sensitivity for pre contact resources. Based on the proximity of reported sites and the physiographic characteristics, the Study Area would be considered to be highly sensitive for precontact archeological sites. The likelihood of identifying intact precontact resources is reduced however due to the extensive development and occupation during the 19th and 20th-

centuries. Additionally, the 1978 USDA soil survey indicates that the entire Study Area has been filled.

To ensure no impacts occur, demolition and construction will occur on top of existing fill deposits. As indicated in the Letter of Resolution (LOR), future remediation or construction plans requiring any excavation work that will reach below the current fill levels and impact original soils will be reviewed by the OPRHP Field Service Bureau to determine if archaeological testing is appropriate. Utility work will, if practicable, utilize existing areas of prior disturbance or use methods to minimize disturbance. However, the installation of underground utilities and the use of piles for future site development will not require additional testing.

Furthermore, the Study Area includes a number of structures that are eligible for listing on the State and National Register, including the ALCO “West Side” complex. These structures are likely eligible because of their association with a nationally-important transportation industry, and because of the important role that ALCO played in local history. Unfortunately, a substantial impediment to the use of the property for historic purposes related to train manufacturing at the site is the complete absence of any rail lines on the property.

As previously discussed buildings within the Study Area will be demolished as part of the redevelopment. The demolition will include buildings that are eligible for listing on the State and National Register. To mitigate the loss of these buildings, they were the subject of a detailed photo documentation effort that included exterior and interior views and elevations as well as capturing artistic details and historic elements contained within each individual structure. (See FGEIS Appendix D, Photographic Record). As an additional mitigation measure, LOR stipulates that a donation of \$5,000 will be provided to the Schenectady Museum to help offset costs associated with an exhibit on the ALCO site. In addition, the LOR provides that non-contaminated architectural salvage materials such as bluestone or decorative elements should be stored on site and evaluated for reuse in the redevelopment. The LOR has been signed by the City, approved by NYSOPRHP and is being reviewed by the Empire State Development Corporation as part of the Restore NY Grant.

3. Visual Resources

A Visual Resource Assessment (VRA) was performed in accordance with NYSDEC Visual Assessment Policy to identify the potential impact of the proposed development scenario on the visual character of surrounding neighborhoods, transportation corridors, and visual resources.

The majority of the land within the Study Area is developed and comprised of former industrial buildings and large warehouse buildings. While there are still a few tenants in the Study Area, the majority of the site contains vacant or underutilized industrial vestiges that have decayed beyond use or repair.

The Erie Boulevard corridor supports more than 22,000 vehicles a day, is not pedestrian friendly, and lacks a consistent visual identity. The Mohawk River borders the Study Area to the north. Its south shore is urbanized, with the former ALCO buildings creating notable waterfront blight.

The north shore opposite the Study Area (in the Village of Scotia) is largely undeveloped, with a naturally vegetated shoreline and a regional electric transmission corridor approximately 200 to 300 feet inland.

The Study Area is directly visible along Erie Boulevard between the CSX railroad overpass to Freeman's Bridge. It is also visible from the Mohawk River and shoreline areas in the Village of Scotia.

Since the Study Area is a blighted waterfront, the proposed mixed-use commercial and residential development represents an opportunity for significant aesthetic enhancement. No adverse visual impacts are anticipated to result from the Project. Redevelopment is fully expected to significantly improve the visual quality of the Project area and Metroplex finds that no mitigation is necessary to screen or buffer views of the Study Area from any identified aesthetic resource.

The visual quality of the redeveloped Study Area along the riverfront will be an important asset in promoting the Project as a vibrant mixed-use waterfront community. The redevelopment Project will include broad design guidelines articulated in the GEIS that will encourage "neighborhood-scale" development that adds aesthetic character and broadens the market base while providing desirable amenities and opening up a new area of the City to residents and visitors.

The intent of implementing design guidelines is to expand waterfront-related uses and public access; provide connections to the surrounding neighborhoods; and create a distinct sense of place beyond ALCO's current industrial character. Within the development area, guidelines will be largely based on form and overall character of development, as site specifics are not known at this time.

While it is clear that adding a mixed-use development component will be a departure in look and feel from the Study Area's existing industrial character, the goal is to improve upon this underutilized area, making it accessible and attractive to a greater segment of the population. The guidelines provide design criteria and suggest development approaches, which will help both the City and future developers consider issues of site organization, site design, public spaces, architecture, and enhanced aesthetic appearance on the surrounding area. The design guidelines found at Appendix F of the DGEIS are adopted as mitigation measures for the Project.

4. Land Use and Zoning

The envisioned redevelopment encourages land uses that are compatible with existing and envisioned uses as outlined in the City of Schenectady Comprehensive Plan 2020, and the neighboring plans for mixed use waterfront development north of the Mohawk River in the Town of Glenville and the Village of Scotia. A review of existing land uses on and within a quarter mile indicates that the proposed Project promotes compatible land uses.

Site Plan Review

Although the Project envisions the development of specific land uses, future market conditions will determine the final mix of residential and nonresidential space created as part of this Project. Site plan review by the City Planning Board will ensure compatibility with surrounding land uses and will address issues such as building placement and parking structure/lot placement, building materials, lighting, signage, and buffering. Potential impacts on the surrounding land uses will be considered during the review of future site development/redevelopment plans as part of the City's Site Plan Review process. The potential impacts to be considered include noise, lighting, aesthetics, and public waterfront access. The Site Plan Review process will mitigate potential impacts through environmentally sensitive design. To the extent practicable, future site plans will work to achieve the mixed use development principles outlined in the Schenectady-Scotia Waterfront and Market Feasibility Study and the City's Comprehensive Plan.

Green Building Design

The Project presents an opportunity to showcase innovative materials and design techniques to reduce environmental impacts while simultaneously promoting cost efficiency. Environmentally sound design should be encouraged given the site's location along the Mohawk River. The Project seeks to reconnect Schenectady with a waterway that has played a vital role in local history, and it is sensible for future waterfront development to respect its natural surroundings by adhering to environmentally sound design principles to the greatest extent practicable.

Project sponsors and the real estate market will help determine the actual practicability and need of green building design features, such as those established by the U.S. Green Building Council to achieve Leadership in Energy and Environmental Design (LEED) Certification, specifically LEED standards for New Construction and Major Renovations, Existing Buildings Operation and Maintenance, and Neighborhood Development.

Environmentally sound development considers neighborhood-level factors. As part of the site plan review process, the Study Area will be connected internally and to external districts by networked bicycle and pedestrian pathways as well as public transportation. Housing, work, and support services should be located within a walkable distance in order to reduce traffic and automobile dependency. A cohesive neighborhood design is integral to creating an attractive, sustainable modern community, and whenever practicable the planning process should work toward the achievement of green-oriented goals. Diverse housing options should be available, however, as stated in the FGEIS the proposal does not specifically call for an affordable housing component because Metroplex envisions the ALCO site as an opportunity to maximize job creation and tax benefits.

Consistency with Planning Documents and Studies

The City of Schenectady Comprehensive Plan 2020, the City of Schenectady and Village of Scotia Waterfront Market and Feasibility Study (Adopted May 19, 2005), and the Freemans Bridge Road Master Plan (Adopted June 16, 2004) were reviewed to determine consistency and

compatibility with proposed and existing land uses. The proposed mixed use waterfront development as currently envisioned is consistent with the goals of all these plans and studies. Specifically, with respect to the City of Schenectady Comprehensive Plan 2020, the Downtown Neighborhood Plan and the Stockade Neighborhood Plan acknowledge the importance of redeveloping the Study Area with mixed use waterfront development. In addition, the Northside, Downtown, and Stockade Neighborhood Plans also directly and indirectly support the development of a mixed use waterfront community. Therefore, the proposed Project as currently envisioned is consistent with the goals of all three neighborhood plans.

The Schenectady-Scotia Waterfront and Market Feasibility Study, prepared by the Village of Scotia and the City of Schenectady, was intended to lay the groundwork for festive and heritage-rich waterfront development on both sides of the Mohawk River, creating a destination for Erie Canal boaters, tour bikers, local public, and visitors. The Study suggests that waterfront development would be more compatible with and greatly enhance community-oriented waterfront development opportunities along the Mohawk River. A market analysis prepared as part of the Study indicates that a larger regional draw by visitors and tourists would be required to support waterfront development within the Study's limits. This proposed Project is designed to develop a waterfront community that serves as a regional destination.

The Freemans Bridge Road Master Plan, adopted by the Town of Glenville, makes similar land use recommendations for waterfront development in the Town and recommends that land along the northern bank within the Town be preserved primarily for conservation and active recreational uses. These recommendations are consistent with the goals and intent of the Study Area redevelopment.

As previously mentioned, the City of Schenectady has recently updated its zoning code to allow for mixed-use waterfront development. Mixed use waterfront residential and nonresidential land uses are more compatible, feasible, and less land intensive than what was once permitted under the City's previous zoning code. Thus, no adverse impacts are anticipated as result of the new zoning. Further, the C-3 district's incentive zoning addresses opportunities for the developer to obtain higher densities and better site utilization in exchange for the provision of public access to the waterfront and related amenities such as public spaces, recreational facilities and spaces, streetscaping, and many others. These are amenities that normally would be developed out of public funds.

5. Community Services

An increase in development density within the Study Area could create additional demand on community services; however, no significant impacts are anticipated as a result of the demand. Those community services of concern relative to the future land uses envisioned in the DGEIS include police services, fire fighting services, and emergency medical services. Construction of the Project will likely last more than one year and involve phased construction. Developing the Study Area in multiple phases would likely result in less impact than if it was developed in a single phase. Multiple phases allow the supporting municipal services to accommodate and respond to the new development over a longer period of time.

Furthermore, when fully realized the Project will have beneficial economic impacts through increased property values and resulting increased tax revenues for the City and the County. Those increased revenues will help offset increases associated with fire and police protection.

With respect to impacts to police services, the City of Schenectady Police Department was consulted on the proposed Project. The police department indicated that they would most likely need to increase manpower for large events and assign additional personal to the area on a permanent basis. Additional information and comment would be provided by the Police Department when official plans are proposed during the site plan review process.

With respect to fire services and emergency medical services, the Schenectady Fire Department (SFD) was consulted regarding the Project. The Study Area will continue to be served by all stations as a citywide call for both fire and emergency medical services. During the construction stage, the safety of those on site would be a concern. Weekly meetings with construction teams and the SFD should be scheduled to make the department aware of the occupancy on site.

Some of the fire hydrants within the Study Area have been disconnected. These hydrants should be checked during the construction phase. Discussions with SFD did not reveal any immediate concerns regarding the services provided by SFD.

SFD noted the public's concern with RPI's teaching facility in the Study Area. The SFD has completed tests within the vicinity of the reactor, which indicated there was no radioactivity in the area. Further, as noted in the FGEIS, the facility is operated as a laboratory and training facility for RPI's nuclear engineering students. It does not represent an incompatible land use since the size of the facility is extremely small and it is not useful for any other purpose than training.

6. Utilities

Water

Water supply for the Study Area is provided by the City of Schenectady's Water System. The distribution system is approximately 100 years old and consists primarily of cast iron pipe. Mapping provided by the City's Engineering Department indicates that the Study Area is served by a number of connections to the City's system at various locations. Static water pressure in the vicinity of the Study Area is approximately 100 pounds per square inch (psi).

Hydrant flow tests were performed as part of the DGEIS process. These tests confirmed the 100 psi static pressure. No significant system improvements or land use changes have occurred in the area since the 2007 hydrant flow tests were performed. In order to account for system or land use changes that may occur, additional hydrant flow tests are recommended during design phase to confirm available flows and pressure.

In assessing the potential impacts of the future development of the Study Area on the water infrastructure it is important to consider both average daily demand (i.e., water usage associated

with day to day activities) and fire flow requirements (temporary, short term spike in water associated with fire fighting).

Based on the uses proposed, the average daily demand for future build-out would increase the domestic water demands by approximately 98,000 gallons per day. Based on preliminary discussions with the City of Schenectady's Engineering Department there is adequate water supply to meet the domestic water needs of the proposed future build out.

Fire flow requirements would increase locally as well; however, fire flow demands depend on the type of construction and should be evaluated in greater detail as design is progressed. Nonetheless, industry standards dictate that municipal water systems should maintain a minimum pressure of 20 psi at all points in the distribution system under all flow conditions. Furthermore, the Insurance Services Office recommends that under a fire flow condition, a water system must be able to provide for domestic needs. Based on the hydrant flow tests, between 3,400 and 4,860 gpm is available in the vicinity before the residual pressure drops below 20 psi. As a result, the existing system provides for adequate water supply and fire protection for future development.

While a water system exists within the Study Area, it is not likely that future build-out will be developed around the existing infrastructure on the site. Rather, the proposed development will dictate that new local service lines be installed. However, the existing infrastructure should be utilized to the extent practicable. In addition, both existing and additional connections to the City's system will be evaluated in consideration of the necessary infrastructure improvements for the proposed development.

Sewer

Sanitary sewer service is provided by the City of Schenectady's sewer system. Mapping indicates a number of sanitary sewers in the vicinity of the Planning Area.

The North Ferry Street Pump Station has a design capacity of 17.84 million gallons per day (MGD) with record data for 2005 through 2006 indicating that it currently operates at approximately 6 MGD. The sanitary sewage from the southern most portion along Front Street is within the area tributary to this pump station. Sewage is conveyed from this area to the City's Water Pollution Control Plant (WPCP) on Anthony Street through approximately 1.5 miles of parallel interceptors. The capacity of the interceptors is estimated at approximately 40 MGD.

The WPCP is a rotating biological contactor plant that was designed to treat 17.3 MGD and a peak flow of 27.75 MGD. The plant currently operates at approximately 14.5 MGD. College Creek is a rectangular box culvert that transverses the Study Area, conveying stormwater flows to the Mohawk River. There is a connection between the 4'x 6' interceptor sewer and the College Creek outfall that allows sewage overflows to discharge to the river during significant storm events. The bypass regulates flows to the river through the use of a manually operated slide gate and is used approximately 6 times each year.

Total wastewater generation by development of the Study Area is expected to be approximately 98,000 gallons per day. New and renovated facilities are required to utilize water saving

plumbing fixtures in accordance with NYS regulations. For such facilities the hydraulic loading may be decreased by 20%. Taking into account this reduction, the expected wastewater generation is expected to be 78,400 gallons per day. Based on initial conversations with representatives' from the City's Engineering Department there is sufficient capacity in the City's collection system and WPCP to accept the wastewater generated from the Study Area.

Similarly to the water system, while a sewer system exists within the Study Area, it is not likely that future build-out will be developed around the existing infrastructure. Rather the proposed development will dictate the necessary infrastructure and connect to the City's system within neighboring streets or easements. However, the existing infrastructure should be utilized to the maximum extent practicable. In addition, the City owned facilities such as College Creek and the 4'x 6' interceptor sewer would remain and need to be protected during design development stages of the Project.

7. Water Quality

Surface Water

During future build out of the Study Area, clearing and grading activities could expose soils to erosion. If the soils erode, the sediment-laden stormwater eventually would decrease in velocity and deposit the material (sedimentation) in surface waters. As with any construction activity, sedimentation can occur downstream within the floodplain, wetlands, and other portions of the stream corridor. This could impact the aquatic environment and may also change the physical characteristics of the stream.

Stormwater discharges from construction activities involving one acre or more of land are regulated under NYSDEC SPDES General Permit GP-0-10-001. The discharges authorized under this general permit must neither cause nor contribute to a violation of the water quality standards.

To obtain coverage under this general permit, future development projects must submit a "Notice of Intent" (NOI) to NYSDEC. Prior to submission of the NOI, the project sponsor must prepare a Stormwater Pollution Prevention Plan (SWPPP) that complies with the permit requirements and technical standards. The SWPPP will include the list of prohibited construction materials and construction waste as outlined in the "Intermunicipal Watershed Rules and Regulations Schenectady County, New York." Proposed erosion and sediment control measures for a project would be implemented so to reduce the risk of soil loss from disturbed areas and to prevent sedimentation within existing drainage channels. Erosion control measures include, but are not limited to:

- Construction and maintenance of erosion and siltation control measures in accordance with the New York Standards and Specifications for Erosion and Sediment Control;
- Prompt vegetative stabilization of disturbed areas with topsoil, seeding and mulch;
- Use of stone riprap at culvert inlets and outlets ;

- Stabilization of proposed pavement areas by compaction and the application of gravel base as soon as all utilities are installed;
- Excavation work not to be carried out during periods of extreme inclement weather;
- Protection of all areas disturbed during construction by sediment basins or traps, or other approved temporary structural measures for sediment control; and
-

The required water quality treatment for future projects within the Study Area will be based on the proposed impervious area and how it relates to the existing impervious area according to NYSDEC guidelines (See DGEIS, § 2.7.2).

Floodplains

Development without the use of appropriate stormwater management techniques may disturb natural drainage patterns and cause localized flooding problems. Development within the 100-year floodplain or floodway as defined by FEMA is regulated by the City of Schenectady in accordance with the National Flood Insurance Rate Program. A large portion of Study Area is located within the 100-year floodplain. Any development that does occur in the 100-year floodplain must adhere to FEMA regulations and to the City of Schenectady's code.

The application of existing FEMA, NYSDEC, and City of Schenectady regulations regarding floodplains provides protection from flooding on-site and downstream. However, given the importance of floodplains in the process of natural stormwater management, impacts should be minimized within the floodplain areas.

Groundwater

Shallow aquifer systems associated with sands overlying finer grain material, such as silt or clay have a greater potential for contamination from development than deep aquifers. Poorly drained soils with high water tables are the most easily impacted by contamination.

Within the Study Area, Burdett-Scriba and Nunda soils are poorly drained and have a potential for a high water table. In these soils, efforts should be made to limit construction activities or avoid activities that could result in additional infiltration of pollutants into the water table. The groundwater at the ALCO site has been impacted by past industrial activity and the groundwater will therefore be monitored as part of the brownfield cleanup process.

Mitigation measures for the Study Area should include the items previously identified for surface water. Proper drainage control and consideration of the elimination or reduction of pollutants, such as salts and pesticides, would decrease the potential for contamination.

When potential impacts to groundwater are identified, specific mitigation measures should be employed. These measures may include: slab-on-grade construction in areas of high groundwater; underdrains in appropriate areas to maintain road and parking integrity; and proper containment for contaminants associated with new development during pre- and post-

construction periods, (i.e., containment for above ground tanks and proper design for underground tanks in accordance with NYSDEC standards).

Furthermore, the protection of the aquifer is governed by the rules and regulations set forth in the “Intermunicipal Watershed Rules and Regulations (IWRR) Schenectady County, New York,” which would be enforced by the City of Schenectady during the Site Plan review process.

8. Natural Resources

As part of the Ecological Assessment of the Study Area, existing maps and data bases were reviewed to gain a preliminary understanding of the Project location, including New York State Freshwater Wetland Maps; NYS Department of Transportation Topographic USGS Maps; National Wetland Inventory Maps; NYSDEC Natural Heritage Program database; USFWS Endangered Species database; and Schenectady County Soil Survey. A field visit was also conducted to collect information on vegetative plant communities, wetlands, site ecology, wildlife, and threatened and endangered species and habitat.

In general, the Study Area consists of overgrown former industrial areas and existing residential, commercial, and industrial areas. According to the NYSDEC Natural Heritage Program (NHP), there are no records of threatened or endangered species within the Study Area. The field assessment also concluded that there are no significant habitats present within the Study Area.

The USFWS endangered species database indicates that Indiana bat and Karner blue butterfly have been documented in Schenectady County. With respect to Indiana bat, USFWS information indicates that Indiana bats were likely “extirpated or in such small numbers that it is unlikely that they would be present and impacted by any specific proposed projects” in the area. With respect to the Karner blue butterfly, the Study Area does not contain the habitats where the species can be found, and does not contain blue lupine, the sole larval food source. Therefore, neither the Karner blue butterfly nor its habitat should be present in the Study Area or impacted by the Project.

The lower Mohawk River supports an abundance of warm water fish species such as largemouth bass, walleye, tiger muskie, rock bass, yellow perch, bullhead, bluegill and pumpkinseed. Northern pike and chain pickerel are commonly found between Lock 7 and Lock 8, which includes the Study Area.

The bank of the Mohawk River is classified as a riparian area. Vegetation within riparian zones is extremely important to the overall function of the river. Riparian vegetation protects the banks, improves water quality of the river, provides wildlife habitat, thermal cover, and helps to control flooding. The bank is dominated by woody vegetation including boxelder, red maple, common buckthorn, eastern cottonwood, black locust, staghorn sumac, and honeysuckle. These species occur in both the herbaceous, sapling, and juvenile stages. Few mature specimens exist.

The understory consists of herbaceous vegetation including common mullein, goldenrod, Virginia creeper, garlic mustard, bedstraw, grape, spotted knapweed, spurge, sheep sorrel, Japanese knotweed, yellow wood sorrel, and various grasses and forbs.

The lowermost portion of the shoreline experiences more frequent flooding and changes in water levels. This portion of the bank contains more open areas with exposed soil and little vegetation. Common vegetation observed includes sapling of dominant trees within the forested bank areas, honeysuckle, various grasses and forbs, and grape vine. Several species present in the Study Area are invasive species according to the Invasive Plant Council of New York State, including the common buckthorn, black locust, honeysuckle, and garlic mustard.

Vegetation present within the developed portions of the Study Area is typical of urban disturbed areas and includes black locust, boxelder, eastern cottonwood, willow (*Salix sp.*), buckthorn, honeysuckle, staghorn sumac, dandelion, bedstraw, goldenrod, garlic mustard and other various grasses and forbs. These species have a limited value to wildlife.

With the exception of the Mohawk River and portions of the shoreline, no significant natural communities occur within the Study Area. In its current state the Study Area has limited biological diversity. Therefore, future redevelopment projects occurring within the Study Area should not result in significant adverse impact to wildlife.

However, work along the Mohawk River waterfront should occur in a manner that prevents sediment from reaching the river. Near-shore areas are important fish spawning areas and provide habitat for many aquatic species. Impacts from erosion and sedimentation can be most significant in these shallow, near-shore areas.

Other waterfront development opportunities, such as docks, can have a direct impact on the aquatic ecology of the area. Future river projects will require permits from USACE, NYSDEC and the Canal Corp for docks and other activities within navigable waters, requiring a thorough review of the aquatic ecology to ensure the projects will not result in significant impacts.

At the same time, future waterfront projects may provide the opportunity to restore and enhance portions of the riverbank. Restoration activities will have to be compatible with the existing fill found along the banks in order to minimize disturbance of contaminated soils. Revegetation using native species would create bank buffer areas to protect the river, reduce sedimentation and erosion and provide food and habitat for wildlife.

Threatened and endangered species should not be adversely impacted by the Project because the Study Area does not contain significant habitats that would support such species. No such species were identified in the Study Area or expected to occur there.

9. Environmental Health

A Phase I Environmental Site Assessment (ESA) for the Study Area was prepared to document the current and historical usage of the site, and identify the presence or absence of recognized environmental conditions (such as hazardous substance or petroleum contamination).

A review of historical and regulatory records shows that a portion of the Study Area was developed in 1849 by the Schenectady Locomotive Engine Manufactory. Most of the original building was subsequently expanded, and was then rebuilt after being destroyed by a fire in 1866. By 1901, the American Locomotive Company (ALCO) was formed by the merger of the Schenectady Locomotive Works and several other companies.

ALCO manufactured steam locomotives until 1946, when manufacturing of diesel-electric locomotives began. During World War II, ALCO also manufactured battlefield tanks, marine boilers, and other war-related equipment. By 1948, ALCO was manufacturing only diesel-electric locomotives, which continued until the plant's closure in 1969. Schenectady Industrial Corporation purchased the industrial park in 1971, and leased space to the General Electric Company from 1971 to 1985.

Current and past tenants throughout the Study Area were identified by review of regulatory databases. These listings include hazardous waste generators, Brownfield and Voluntary Cleanup sites, a solid waste facility, a TRIS facility, spills and LUST sites, and registered storage tanks.

Past occurrences include an off-site release of petroleum product in April 1992 from the Coyne Textile Services. NYSDEC observed petroleum seep areas along the bank of the Mohawk River. Schenectady Industrial Corporation, the primary owner within the Study Area, entered into an Order on Consent, in which they agreed to perform certain investigations and remedial activities.

From 1992 through the early part of 2002, several subsurface investigations, tank closure programs, and remedial programs were conducted at the site. It was determined that the majority of the Study Area (soil and groundwater) is impacted by petroleum contamination, with the constituents of concern being semi volatile compounds and PAHs.

Another property of note is the Rensselaer Polytechnic Institute (Rensselaer) RCF facility, located along the northern edge of the Study Area. The facility was built in 1956 by ALCO and purchased by Rensselaer in 1963, which has operated it as a teaching center associated with its nuclear engineering curriculum. There are no hazardous chemicals used or stored at the facility.

The ESA identified several neighboring properties for which potential environmental conditions may exist.

Based on the ESA the following actions are recommended in association with continued use and or redevelopment of the Study Area:

- As mitigation for the environmental contamination, the developers will be required

to remediate the properties in the Study Area through the NYSDEC Brownfield Cleanup Program;

- comply with NYSDEC requirements as to the scope and nature of remediation of site conditions;
- evaluate the potential for vapor intrusion into any existing and/or future structures, and the need for remedial actions and/or mitigating building systems;
- develop a Site Management Plan (SMP) addressing the proper handling and disposal of contaminated media encountered during excavation/redevelopment of the site;
- contaminated media excavated and/or encountered may be removed and disposed of off-site or will otherwise be managed in accordance with an SMP and/or NYSDEC direction. Remaining contaminated media should be covered or capped to eliminate potential exposure; and
- an Asbestos and Lead Paint Survey should be completed for all structures scheduled for renovation or demolition prior to such renovation or demolition to determine the presence, if any, of asbestos-containing building materials and/or lead paint.

In addition to the contamination itself, the title history of the ALCO property includes easements and other property interests that it may need to be extinguished in order to achieve remediation goals of the Projects.

10. Short Term Construction Impacts

Redevelopment of the Study Area will likely occur in several separate phases over an extended period of time. Economic conditions and market conditions will likely influence phasing and timing of the redevelopment plan. Nonetheless, the scale and duration of a proposed urban construction such as the redevelopment of the Study Area has the potential to adversely impact the surrounding community if not properly managed.

Temporary impacts related to mobilization, demolition, heavy earthwork, foundations, structural steel, installation of utilities, and slab and pre-cast concrete installation may occur. These potential impacts could include a temporary increase in vehicle (construction) traffic in and around the Study Area, noise, fugitive dust, and erosion and sedimentation impacts. Metroplex has reviewed the potential for environmental impacts that could occur during construction as well as proposed mitigation measures and concludes that no significant adverse impacts will occur.

As an important aspect of its approach to minimizing impacts to surrounding areas from construction activities in the Project, Metroplex will maintain a website that contains up to date information about construction activities and what residents and local business owners should be aware of regarding construction related impacts.

Dust

Fugitive dust could occur during grading and construction activities. In addition, exposed soils may be susceptible to wind erosion. Dependent upon the winds, soil type, and construction conditions, some nearby properties may be affected temporarily. Therefore, during construction, the following dust control measures would be used to mitigate impacts:

- minimize the period and extent of area being exposed at any one time;
- spray construction areas with water;
- minimize the use of vehicles on unpaved surfaces;
- cover or spray materials and truck loads; and
- require contractors to keep public roads clean of any construction related dirt and dust with regular throughout the construction process.

Dust in residential neighborhoods should not be an issue with the possible exception of the residential area near Building 308. However, the use of the techniques listed above should address the issue of fugitive dust for these and other nearby sensitive receptors.

Noise and Vibration

As with any construction project, construction traffic temporarily generates noise, especially during the early stages of construction. Noise levels and potential adverse effects due to construction activities would vary depending on the type of equipment, the location of the equipment, the duration of operations, and the time of operations.

By way of worst case example, Metroplex examined the potential for noise impacts if a driven pile system is one of the selected foundation designs because the act of driving the piles is anticipated to generate the greatest potential for construction noise and vibration issues. Vibrations with high frequencies would occur during the installation of each driven pile. Depending on soil conditions, these vibrations would be noticeable up to a range of 100 to 250 feet from the source. The vibrations would disperse rapidly at distances above 250 feet with frequencies of vibration reaching zero at 500 to 700 feet depending on adjacent soil conditions.

At the moment of impact, noise levels up to 85 to 90 decibels can be produced. If a driven pile system is used additional mitigating measures would be implemented, including but not limited to:

- limiting the number of piling rigs that operate simultaneously;
- monitoring of vibration and sound transmission during construction;
- developing possible mitigation plans to address potential and unexpected impacts on adjacent properties; and
- limiting operation construction as required by the City of Schenectady Code.

Further requirements designed to limit construction noise and vibration would be considered for all Project approvals, especially those affecting sensitive residential areas. These include:

- limiting operation of construction, demolition equipment and construction delivery as required by the City of Schenectady Code;
- limiting the use of construction, demolition equipment and construction delivery that would impact residential areas during the regular weekday business hours in order to minimize the impact of noise and vibration on residents who are less likely to be home during this time period;
- maintaining an informational website regarding construction activities, as discussed above;
- use of vibratory rather than impact pile drivers where feasible for installation of retaining walls and other structural elements;
- requiring contractors to provide equipment such as sound deadening devices, shields, and physical barriers, and take noise-abatement measures which may be necessary to restrict the transmission of noise. Noise abatement measures may include, but are not limited to, requiring:
 - Sound-proof housing or enclosures for stationary noise producing machinery such as drills, augers, cranes, derricks, compactors, pile drivers, etc.
 - Efficient silencers on air intakes of equipment.
 - Efficient intake and exhaust mufflers on internal combustion engines.
 - Proper maintenance on all noise-producing equipment to prevent excessive rattling and vibration of metal surfaces.
 - Restrictions on construction operations in the vicinity of noise-sensitive locations to period of the day when excessive noise would be least harmful.
 - Other measures necessary to prevent construction noise from becoming a public nuisance or detriment to human health.

Construction Period Erosion and Sedimentation

The potential for erosion during construction exists due to soil disturbance from excavation and grading. Erosion and sedimentation of all exposed soils during construction would be minimized by compliance with the SPDES General Construction Permit and the SWPPP. Siltation fence, straw bales, check dams, sedimentation basins, and temporary seeding would be used as temporary erosion control measures during construction grading. Temporary and permanent erosion control plans would be identified in the final site grading and construction plans for each stage as required by the SPDES permitting for construction sites. Particular attention should be given to preventing erosion and sedimentation into residential areas as well as other sensitive receptors such as the Mohawk River.

Construction Traffic and Parking

Potential impacts of construction on traffic could occur due to contractors and construction workers accessing the site. However, the site is readily accessible from Erie Boulevard via Route 50, 50S or I-890. Due to the Study Area's location, construction traffic will generally utilize these routes, thus limiting local temporary traffic impacts. The availability of open

areas within the Study Area should allow for more than adequate on-site parking of vehicles required by the various contractors.

Additional traffic impacts may be created by the import and export of excavation material, construction material deliveries, construction equipment to the site as well as construction and demolition debris from the site. To mitigate the impacts of these activities, language would be placed in all construction contracts establishing additional mitigation requirements. These requirements could include, but are not limited to:

- Trucks, construction equipment, or other vehicles delivering personnel, materials or other construction related items to the building site shall not be altered, modified or repaired in such a way as to cause the noise emitted from its operation to be increased above that emitted by the equipment as originally equipped by manufacturer.
- All deliveries into or haul outs made by tandem axle trucks, articulated semi trucks or similar high load capacity vehicles could be required to follow specific routes that would be determined during Project approval.

Additional requirements relating to managing traffic movements and parking would be considered for all Project approvals, especially those affecting sensitive residential areas. These include, but are not to:

- Prohibiting or restricting trucks, construction equipment, or other vehicles delivering personnel, materials or other construction related items to the building site from using local roads within neighborhoods, or by schools, churches, etc.
- Prohibit parking by construction workers, their personal vehicles, or construction related equipment on residential streets.

11. Alternatives

Detailed analysis of alternative site development cannot be completed since there are no site specific development proposals being considered at this time. Therefore, Metroplex considered alternatives in the form of land uses that deviate from the current concept for the Study Area and in terms of the magnitude of development (larger or smaller projects). The No Action Alternative considers the environmental implications of maintaining the Study Area as it currently exists.

No Action Alternative

The consequences of the No Action Alternative are the continued, prolonged underutilization and continued deterioration of existing buildings and infrastructure, within the Study Area. Further, the remediation of the brownfield within the Study Area would not occur. The Study Area would not realize its full potential for providing tax base and employment opportunities and public access to the Mohawk Riverfront would not be enhanced.

The No Action Alternative would eliminate the marketing benefit of the SEQR process, which is to make the Study Area SEQR-compliant. This means that future projects proposed within the Study Area that meet the thresholds identified in the Findings Statement will be able to

proceed directly to Site Plan Review, saving several months to a year of environmental review. This process will also establish development guidelines that will be available to prospective developers up front and provide for a more cohesive development strategy of the Study Area and complement the City's recently adopted comprehensive plan and zoning ordinance.

Since much of the Study Area consists of dated, contaminated and underutilized structures, and contaminated site fill, the No Action Alternative would result in greater adverse environmental effects, continued urban blight and would discourage investment in the City.

Lower or Higher Intensity of Mixed Uses Alternatives

Metroplex reviewed several alternative land use concepts and development scenarios in the process of establishing a preferred development concept for the Study Area, including alternatives with either a lower and higher intensity of mixed uses.

Developing a lower intensity of mixed uses was considered to assess the potential impact of less residential and/or commercial development and more parkland and open space development. A lower intensity of development would result in less traffic and parking impacts since fewer parking spaces and roadway improvements will be required. Fewer roads and parking lots also generate less stormwater runoff which is beneficial to the surrounding environment and the community, including the Mohawk River. A lower intensity of development would also have a lower demand for water and sewer services.

The impacts associated with a lower intensity of mixed uses include a reduction in site density and economies of scale. As a result, site acquisition, remediation and development costs rise as development opportunity decreases. Although it has not been determined at this point, there will be a development density threshold, below which the redevelopment costs will not be sufficiently offset by Project value. A lower intensity of uses would also be less likely to draw visitors from the region and across the state to the Study Area.

In an urban environment, increased densities, properly designed, are generally encouraged, and are a necessary component of a vibrant urban community. Information regarding the infrastructure and community services provided in the Study Area suggests that the preferred alternative can be accommodated without significant impact to these services.

Alternatively, a higher intensity of uses would incorporate more residential and/or commercial land uses and less open space. Such a scenario may include increased traffic volumes, an increased demand for parking, fewer amenities, and a greater demand for water and sewer services. A beneficial impact would be an increase in the number of homes and jobs that would be created both during and after construction. A higher density of uses would also increase the City's tax base, which could help offset the cost associated with an increased demand for community services and facilities.

12. Cumulative Impacts

Metroplex has considered the potential for cumulative impacts resulting from the collective impact of the Project and other projects in the vicinity of the Study Area. No significant adverse from cumulative effects are expected to occur.

Transportation

With respect to transportation, the evaluation of the transportation impacts of the Project included consideration of cumulative impacts in the Study Area by projecting future background volumes using a growth factor based on trend projections and regional travel demand modeling for the study area, and by including the traffic generated by the proposed College Park project (which is now completed). The proposed mitigation addresses the changes in LOS that result from the Project in the context of this cumulative traffic growth.

Land Use and Zoning

The preparation of this DGEIS includes an evaluation of existing land uses, planning studies and zoning for the City of Schenectady, Village of Scotia and Town of Glenville, which are discussed in detail above. These Studies and the City of Schenectady Comprehensive Plan 2020 in particular have outlined visions for a number of neighborhoods in and around the City, including the Study Area. The concepts under consideration in the DGEIS process are in conformance with the Comprehensive Plan. If future development occurs in the Study Area and surrounding areas as outlined in the Comprehensive Plan and other planning studies, the cumulative impacts will be minimal. The implementation of the requirements and recommendations in these documents should allow the City to adequately manage any cumulative impact related to this Project and any other projects in close proximity that may occur during overlapping time frames.

Water Quality

Metroplex concludes that the cumulative impacts of a number of projects in and around the Study Area should result in an improvement in water quality. In particular, development of portions of this and other nearby areas will require site remediation. All future infill development will also have to meet new impervious surface regulations as well as applicable stormwater regulations, thereby improving stormwater quality flowing into the Mohawk River. As a result, no significant adverse cumulative impacts to water quality are expected.

13. Growth Inducing Impacts

Metroplex has examined the potential for redevelopment to produce growth inducing impacts related to economic development during construction and operation, including direct and indirect impacts on the regional economy associated with the change in estimated employment and related wages that might be expected to result from constructing and staffing the new facilities. As outlined below, Metroplex concludes that the Project will not result in any significant adverse growth inducing impacts and that most growth inducing impacts will be beneficial in nature

The successful development of the Study Area will have implications to growth in the City of Schenectady. The redevelopment will have a beneficial impact on the environment as former industrial land is remediated from a brownfield to residential and commercial uses. In addition, as identified above, all projects must comply with applicable stormwater regulations, thereby improving stormwater quality flowing into the Mohawk River.

The development of the Study Area will link residential neighborhoods to the waterfront by providing public access (via walking and bike trails) and by making the Project a local and regional destination that will attract visitors and support local commerce.

The development and redevelopment of the Study Area will result in new and expanded business opportunities and new housing opportunities. This will also benefit other neighborhoods to the south of the site by helping to enhance property values and providing linkages and public access to the Mohawk River waterfront. This in turn will create additional business and housing opportunities in adjacent neighborhoods and properties.

The potential for growth has been envisioned and is compatible with land uses outlined in the City of Schenectady Comprehensive Plan 2020, the Study Area and the neighboring plans for mixed use waterfront development north of the Mohawk River in the Town of Glenville and the Village of Scotia. The growth inducing aspects of the Study Area redevelopment have been considered in the both Planning Studies as well as through a review of site plan requirements and green building practices. The implementation of the requirements and recommendations in these documents should allow the City to adequately manage the growth inducing aspects of this Project.

14. Unavoidable Adverse Environmental Impacts

The visual quality of the Study Area will be positively impacted as a result of its redevelopment. Existing structures many of which are unoccupied and in a significant state of disrepair, will either be removed or be rehabilitated, resulting in an overall improvement in visual quality. New buildings and amenities will be part of a unified plan to include existing light industrial space and construction of new residential units, retail and commercial space, resulting in an enhanced visual quality for the site and surrounding area.

Redevelopment of the Study Area will result in a land use consistent with its City environs. The increased intensity of uses will be offset by appropriate site design including any necessary upgrades and improvements both on and off site. These changes will result in positive impacts as mixed use waterfront residential and nonresidential land uses are more compatible, feasible and less land intensive than the former heavy industrial uses, which defined the Study Area until the 1970's.

Redevelopment is expected to include the demolition of buildings within the Study Area that are eligible for listing on the State and National Register of Historic Places. The loss of these buildings could be considered an unavoidable adverse environmental impact however this loss is being mitigated through the development of a photographic study that will preserve the current

existing appearance of the site for future study, as well as other mitigation measures set forth in the LOR.

No adverse impacts that cannot be avoided or mitigated have been identified. Potential impacts that have been identified have also included mitigation measures as part of this DGEIS and FGEIS. There are numerous positive impacts that are associated with this Project as well such as improved site conditions, visual appearance, increased utilization and increased employment and tax base.