

**State Environmental Quality Review Act (SEQRA)
SCOPING DOCUMENT
Regional Business Park Property Annexation
Town of Mohawk, Montgomery County, New York**

**Adopted by the Town of Mohawk Town Board
December 8, 2016**

INTRODUCTION

A Draft Environmental Impact Statement (DEIS) will be prepared in accordance with the requirements of 6 NYCRR Part 617 (collectively known as the State Environmental Quality Review Act, or “SEQRA”) to assess the potential significant adverse impacts of Fulton County’s proposed annexation of four (4) parcels totaling 260 +/- acres (ac.) in the Town of Mohawk, Montgomery County into the City of Johnstown, Fulton County for establishment of a Regional Business Park. The DEIS will evaluate conceptual development of a regional business park that has a 1.6 million square-foot (MSF) building for commercial and industrial uses. The project site is located on Old Trail Road in the Town of Mohawk, Montgomery County, New York. The Scoping Document will serve as a general guide to the contents of the DEIS rather than a strict table of contents, and thus, the DEIS may contain studies in addition to those detailed in the Scope.

The proposed action to annex and develop a regional business park on 260 +/- ac. is considered a Type I activity pursuant to SEQRA Section 6.17.4(b)(4) as it would involve, “the acquisition, sale, lease, annexation or other transfer of 100 or more contiguous acres of land by a State or local agency.” On July 17, 2016 by Resolution No. 44, the Town Board of the Town of Mohawk, as Lead Agency, determined that the proposed project may include the potential for at least one significant adverse environmental impact and authorized the issuance and filing of a positive declaration (determination of significance under SEQRA), and directed the Applicant to prepare a DEIS.

ENVIRONMENTAL IMPACT STATEMENT

An Environmental Impact Statement (EIS) will be prepared for the two classes of actions that comprise the proposed action: 1) Annexation pursuant to Municipal Annexation Law, Article 17 of the General Municipal Law¹; 2) conceptual development of a regional business park for commercial and industrial uses with construction of a 1.6 MSF building anticipated for 2020.

¹ A formal petition for annexation pursuant to the Municipal Annexation Law, Article 17 of the General Municipal Law was made by the private land owners in August 2015.

In accordance with 617.10(c), the EIS and its findings will set forth specific conditions or criteria under which the future regional business park development will be undertaken or approved, including requirements for any subsequent SEQRA compliance. This may include thresholds and criteria for supplemental SEQRA documentation to reflect specific significant impacts, such as site-specific impacts, that were not adequately addressed or analyzed in the EIS.

DESCRIPTION OF THE PROPOSED ACTION

The Applicant, Fulton County, proposes annexation of four (4) parcels totaling 260 +/- acres (ac.) in the Town of Mohawk, Montgomery County into the City of Johnstown, Fulton County for development of a regional business park for commercial and industrial uses with construction of a 1.6 million square-foot (MSF) building anticipated for 2020. The project sponsor opines that annexation is a prerequisite for providing water and wastewater services to the site in order to develop the park. The project site is located on Old Trail Road in the Town of Mohawk, Montgomery County, New York.

The project site is located in the north central portion of the Town of Mohawk, along the north central border of Montgomery County north of Old Trail Drive and south of the Montgomery and Fulton County borders. The site is comprised of four privately owned parcels that are undeveloped, currently zoned and utilized for agricultural purposes (with a portion of land that is zoned for business). The parcels, ownership, area and zoning are presented in Table 1 (below). The Fulton County Industrial Development Agency (FCIDA), holds the option to purchase the subject sites until December 31, 2017. The parcels generally feature fields (some in active agricultural use), forest, boulders, wetland areas, and steep slopes.

Table 1: Property Details

| Property Owner | Parcel ID | Acres | Town of Mohawk Zoning |
|---|-----------------|-----------|---|
| Milltown Plaza, Inc. | p/o 19.-1-14.11 | 80.12 ac. | Agriculture (A) District |
| | p/o 19.-1-10.2 | 20.0 ac. | Agriculture (A) District |
| | 20.-3-3.1 | 128.0 ac. | Agriculture (A) District Business (B-1) District |
| Stephen Miller Jarold Miller James Miller | 20.-3-9 | 34.5 ac. | Agriculture (A) District |

The site is located immediately adjacent and south of the City of Johnstown Industrial Business Park, with the Walmart Distribution Center located north of Opportunity Drive. Other nearby land uses include vacant land, farms and residential areas. There are no

utilities on site, and the parcels are included in the Town of Mohawk’s Agricultural District No. 2. The site is bound on the west by rail infrastructure for the Fonda, Johnstown and Gloversville Railroad (FJ & G) Railroad that is presently inactive.

Upon annexation, the 260 +/- acres property would be zoned industrial by the City of Johnstown and the City’s industrial park boundaries would be expanded to include the newly annexed land area. In addition, the project site would be connected to City of Johnstown water and wastewater utility infrastructure, and extensions of the gas and electric transmission lines would be sought from National Grid.

The proposed project would be developed pursuant to the City of Johnstown Zoning Ordinance, and variances and special permits are not anticipated. Pursuant to the City’s Zoning Ordinance, a development within an Industrial Zone can have up to 50 percent of its lot developed with buildings or paved areas. Therefore, given the topographic conditions and the zoning regulations, the conceptual development is projected to result in a maximum footprint of 1.6 MSF of developed area including commercial and industrial uses.

The proposed action is meant to facilitate a large regional development that will benefit Fulton and Montgomery Counties. The annexation of the project site into Fulton County and the City of Johnstown would provide the project site with water and sewer service; allow for a regional business park development; and may positively impact the tax revenues of Fulton and Montgomery Counties. In December 2015, representatives of Montgomery and Fulton Counties signed an annexation revenue sharing agreement to ameliorate Montgomery County’s loss of real property taxes following the annexation to Fulton County. The agreement stipulates that tax allocation would be split evenly between the two counties for a period of 80 years.

The proposed project would require several approvals and permits as indicated in the table below:

Table 2: Approvals and Permits

| Type of Approval/Permits | Agency |
|-------------------------------|--|
| Site Plan Approval | City of Johnstown Planning Board |
| Zoning Map/Text Amendment | City of Johnstown Common Council |
| Stormwater SPDES Permit | New York State Department of Environmental Conservation (NYSDEC) |
| Highway Work Permit | New York State Department of Transportation (NYSDOT) |
| Highway Work Permit | City of Johnstown |
| Connection to Sanitary Sewer | City of Johnstown Department of Public Works |
| Connection to Municipal Water | City of Johnstown Department of Public Works |

| | |
|--|---|
| Sanitary and Water Design Approval | NYSDEC |
| Wetland Permitting | USACE, NYSDEC |
| General Municipal Law Section 239 – Referral to County Planning Agency | Fulton County Planning Department |
| SEQR Consultation pursuant to Section 14.09 | New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) |

GENERAL SCOPING CONSIDERATIONS

Unless otherwise directed by this Scoping Document, the provisions of 6 NYCRR 617.9(b) apply to the content of the DEIS and are incorporated herein by reference.

The DEIS will assemble relevant and material facts, evaluate reasonable alternatives, and will be written in plain language that can be easily read and understood by the public. Highly technical material will be summarized and, if it must be included in its entirety, referenced in the DEIS and included as an Appendix.

Full-scale Concept Plans and Site Plans are to be included with the DEIS as an appendix and reduced copies of such Plans will be included in the text of the DEIS.

DEIS SCOPE AND CONTENT

1. DEIS Cover Sheet listing names, addresses and phone numbers of individuals or organizations that prepared any portion of the DEIS, title of project, DEIS identification, location, name and address of the Lead Agency as well as the name and telephone number of the person at the lead agency who can provide further information, and relevant dates (i.e. date of DEIS submittal, provision for future insertion of date of acceptance by the Planning Board, date, time, and place of the public hearing, final date for acceptance of written comments).
2. DEIS Table of Contents including listings of tables, figures, maps, charts, appendices, and any items that may be submitted under separate cover (and identified as such).
3. Environmental impact issues for which the applicant submitted plans, data, SEQR documents, proposed mitigation measures, and correspondence prior to the Town of Mohawk Town Board's Positive Declaration, will be resubmitted in the DEIS as an Appendix. Summaries of the materials or reference to them will be included in the DEIS to provide a complete record of all environmental review issues and their consideration.

1.0 EXECUTIVE SUMMARY

Section 1.0 will be presented in a brief and succinct format, and will not constitute an exhaustive narrative discussion of information that will be provided elsewhere. All of the information presented in the Executive Summary will be provided in greater detail and substance in the Existing Setting, Potential Environmental Impacts, and Proposed Mitigation Measures Sections as appropriate.

1.1 Description of the Proposed Action

A description of the action will be provided including:

- Site location (streets, City, County, Tax ID numbers),
- Total site acreage,
- Location of the 1.6 MSF building on the site,
- Easements affecting the site,
- Existing zoning,
- Existing access,
- Existing site character and vegetative conditions,
- A list of abutting properties, and
- A map showing the new boundary line between the Counties.

1.2 List of Involved Agencies

A list of all involved agencies will be provided along with the required approvals and permits they are responsible for granting.

1.3 List of Interested Agencies

A complete list of all interested agencies will be provided.

1.4 Summary of Potential Impacts and Mitigation Measures

A summary of the proposed project's potential impacts and proposed mitigation measures will be provided.

1.5 Summary of Project Alternatives Considered

A summary of the project alternatives considered will be provided.

1.6 Public Need and Benefits

This section will include a discussion of the public need and benefits of the proposed project, including social and economic considerations.

2.0 DESCRIPTION OF THE PROPOSED ACTION

Section 2.0 of the DEIS will provide a description of the project site and its location, and a description of the following: 1) Proposed annexation pursuant to Municipal Annexation Law, Article 17 of the General Municipal Law; 2) Conceptual development of a regional business park for commercial and industrial uses with construction of a 1.6 million square-foot (MSF) building anticipated for 2020. Conceptual floor plans and renderings for the regional business park will be provided to further describe types of uses, estimated square feet per use, and parking.

This section will also discuss the purpose and public need for the proposed action. Additionally, the social and economic benefits of the project to the Town of Mohawk, Montgomery County, City of Johnstown and Fulton County will be discussed. The objectives of the project sponsor will be described, and a description of required approvals, reviews, permits, and the approximate timing involved will be provided.

This section will also include a description of the construction-related activities involved in developing the regional business park, including:

- A discussion of the proposed phasing of construction, construction schedules, expected year of project commencement and completion, construction access routes, and days and hours of construction.
- A discussion of construction techniques, including methods of grading, blasting (if necessary), and material storage. A discussion of the management of soils and rock from excavation, reuse on site or transport from site and its resultant impacts shall be provided. A discussion of the dewatering methods including the duration of same and the management of dewatering byproducts shall be provided.
- A discussion of maintenance of local roads and other municipal infrastructure during construction will be provided.

3.0 EXISTING CONDITIONS, POTENTIAL ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES

This section of the DEIS will identify the existing environmental conditions, potential impacts of the action, and proposed mitigation measures as appropriate for each of the major issues identified in this Scoping Document. The format or organization of this section will include the following subsection headings for each topic:

- Existing Conditions
- Potential Impacts
- Proposed Mitigation Measures

Sections 3.1 – 3.13 of the DEIS will evaluate the potential significant adverse impacts to both natural and human resources resulting from the proposed action, including cumulative impacts and secondary effects if applicable. Potential impacts resulting from the proposed action will be graphically presented in map and graphic format, as well as evaluated in the DEIS text. This evaluation will be objective and will include both quantitative and qualitative information. Adverse impacts that cannot be mitigated will be specifically identified and the magnitude of those impacts will be evaluated.

3.1 Land Use, Zoning, Community Plans and Community Character

3.1.1 Existing Conditions

1. A discussion of the Town of Mohawk’s community character, existing land uses and zoning designations, and regulations on-site and in the surrounding area will be provided.
2. A discussion of the community character and adjacent land uses to the proposed annexed area within the City of Johnstown will be provided. Description of the City of Johnstown Industrial Zoning District, and any other regulations that would pertain to the newly annexed land will be provided.
3. A description of the City of Johnstown’s Industrial Park identifying current tenants, providing average length of tenancy, total vacant area and vacancy rates since project completion will be provided.
4. Describe other industrial parks within Fulton and Montgomery Counties, including the locations and current vacancy rates of those industrial parks; describe other major projects within a 5-mile radius that have been approved or are pending projects planned.

5. A discussion of the project site within the context of the 2015 Town of Mohawk Comprehensive Development Plan; Montgomery County Agricultural and Farmland Protection Plan; and the Mohawk Valley Regional Sustainability Plan will be provided.
6. A discussion of the City of Johnstown's Industrial Park within the context of the City of Johnstown Comprehensive Plan will be provided.

3.1.2 Potential Impacts

1. A discussion of the project's consistency with the 2015 Town of Mohawk Comprehensive Development Plan; Montgomery County Agricultural and Farmland Protection Plan; the Mohawk Valley Regional Sustainability Plan, and the City of Johnstown Comprehensive Plan will be provided.
2. A description of the proposed zoning designation, with a list of permissible uses, bulk and dimensional regulations, and any prohibited uses will be provided.
3. Potential impacts of the proposed project to surrounding land uses within the City of Johnstown and Town of Mohawk will be discussed, including additional truck volumes, safety, impact on community character, and incompatible land uses permitted within the City of Johnstown Industrial District will be included.
4. The effects of removing +/- 260 ac. of land from the Town of Mohawk on the Town and greater Montgomery County.
5. The effects of adding +/- 260 ac. of land and a regional business park to the City of Johnstown's Industrial Park on the City and greater Fulton County.

3.1.3 Proposed Mitigation Measures

1. A discussion of any applicable and appropriate mitigation measures will be provided, including a discussion of a less intensive mix of land uses (e.g. less SF dedicated to manufacturing/industrial) will be provided.

3.2 Topography and Soils

3.2.1 Existing Conditions

This section will include:

1. This section will describe and/or identify the existing on-site soils according to site soils investigations conducted (test pitting program) and geotechnical evaluation. A table of on-site soils identifying type of soils, the construction

limitations, suitability for various uses, permeability, and seasonal high water table for each soil will be included.

2. This section will identify slopes, bedrock, existing rock outcrops, agricultural soils, and agricultural lands based on soil types and topographic data.
3. A description of the quantity of fill material to be imported to or earthwork to be exported from the site will be provided, including an explanation of origin of materials and a description of where exported earthwork would be deposited.

3.2.2 Potential Impacts

This section will include the following items:

1. A description of proposed grading activities at the project site, including discussion of blasting or drilling with locations clearly identified.
2. Identification of volume quantities of rock and soil excavation and removal where known, including potential for bedrock heaving.
3. Discussion of soil erosion and impact to nearby agricultural soils and uses.
4. Identification of environmental remediation, as applicable.

3.2.3 Proposed Mitigation Measures

1. Discussion of a blasting plan, if needed, including blasting methods and minimization. The blasting plan should include a description of pre-construction surveys of homes within 200 feet of proposed blasting, which will be completed prior to construction if blasting is necessary.
2. Discussion of Erosion and Sediment Control Plan.
3. Discussion of Best Management Practices.
4. Potential mitigation for impacts to agricultural soils, districts, or lands will be described.
5. Discussion of methods to intercept and control run off into springs; identification of specific areas in need of mitigation and future methods to be used with new occurrences.

3.3 Surface Water, Wetlands and Ground Water

3.3.1 Existing Conditions

1. This section will describe the drainage patterns based on the entire upstream watershed and will identify and classify on-site streams and wetlands, identify floodplains, depth of water table, and identify ground water characteristics (perched water table), quality and quantity of the aquifer.
2. Stormwater studies shall identify all upstream contributory drainage areas which pass through the project site and follow these flows downstream to the next major hydraulic control structure. The extent of drainage areas identified shall be depicted on maps within the report.
3. The existing storm water conditions will be evaluated for the 1-yr, 2-yr, 10-yr, 25-yr, and 100-yr storm events using the current methodologies, consistent with New York State Department of Environmental Conservation (NYSDEC) regulations and local regulations. This should include a description of design points where runoff exits the property. Hydrologic calculations of the watershed will be provided.
4. This section will present the results of the delineation of State and Federally regulated waters and wetlands on the site. The National Wetland Inventory (NWI), NYSDEC freshwater wetland maps, and associated surface water maps will be included.
5. A discussion of the character of the wetland surface water resources, known and potential connections to other surface waters, and their classifications will be included.
6. Areas potentially subject to NYSDEC jurisdiction, based on the “wetland check zone” designation, will be identified and discussed, and jurisdictional status and verification by NYSDEC will be provided, as applicable.
7. Delineation of federal wetlands, their jurisdictional status and verification by the USACE will be provided, as applicable.
8. A discussion will be provided of existing wells on site including a discussion of any previous pump or water quality tests completed.
9. Existing wells on adjacent properties within 1-mile of the project site will be identified, and an assessment of their hydrological connection to the site and nearby aquifer will be discussed.

3.3.2 Potential Impacts

1. This section will describe potential impacts to each wetland on site, including disturbance, modification to wetland vegetation and soils, filling alteration in surface and groundwater flows and clearing of cutting within wetlands and associated buffers.
2. Potential impacts affecting the existing drainage patterns, functions and values of wetlands and other surface waters will be discussed.
3. All wetland related impacts requiring NYSDEC and USACE approvals/permits will be identified, including a short description of the process and any associated costs.
4. A description of post-development conditions including stormwater quality volumes, volume of runoff, and peak discharge rates for 1-, 2-, 10-, 25- and 100-year storm events. Hydrologic calculations of the watershed will be provided.
5. Tabular summary of the stormwater analysis comparing existing and proposed conditions will be presented for a discussion of anticipated changes in runoff, discharge (cfs), volume (cf) and quality (cf).
6. Potential impacts to adjacent property wells will be addressed via baseline pump testing and water monitoring of adjacent wells where possible.
7. Any potential pollutants stored at the facilities and the potential for contamination will be discussed.
8. Impacts to the aquifer, floodplains, groundwater recharge, potential contamination from roads and other impervious surfaces, sedimentation of water bodies and impact to wetland areas will be addressed.
9. Discussion of construction dewatering activities will be provided, as applicable.

3.3.3 Proposed Mitigation Measures

1. If compensatory wetland mitigation is required to offset functional losses of wetlands, per Section 404(b)(1) and 6NYCRR§663.5 regulations it will be discussed as will any other mitigation measures being proposed to off-set impacts to wetland functions and values.
2. Measures to protect wetland and surface water resources during construction and operation, including methods to reduce the potential introduction of invasive species and contaminants in surface water runoff, will be identified and discussed. This section will also describe the permitting requirements of the

- state and federal agencies and how they relate to wetland mitigation requirements.
3. Discussion and design of the proposed stormwater control measures, drainage facilities and treatment methods to be used to control and treat run-off, and the maintenance and ownership of proposed facilities will be discussed. This will include necessary soil testing.
 4. A preliminary SWPPP in compliance with the New York State Design Manual and NYSDEC SPDES GP 15-02 and any local regulations, and its methodology regarding the mitigation of potential impacts both during construction and as a result of increased impervious surfaces associated with the project development will be developed and discussed.
 5. Discussions and calculations associated with attenuating the rate of runoff for all modeled storms to demonstrate peak runoff rates of the development will be less than or equal to pre-development conditions will be included.
 6. Discussion and preparation of preliminary Erosion and Sediment Control Plan that will minimize potential sediment erosion and runoff impacts during construction phases will be included. Where sediment traps are proposed, sizing shall be provided to confirm their adequacy.
 7. Description and calculations associated with application of runoff reduction techniques and standard stormwater management practices with runoff reduction volume capacity to reduce the total water quality volume in accordance with New York State Design Manual and NYSDEC SPDES GP 15-02 will be included. This shall include integration of low impact development techniques into the project drainage design, including rain gardens, rain barrels, permeable pavement, green roofs, tree box filters, bio-retention facilities or soil amendments.

3.4 Agriculture

3.4.1 Existing Conditions

1. A description the project site's current agricultural usage, and agricultural characteristics, including the amount of soils of local and statewide significance will be provided.
2. A survey of surrounding agricultural lands within 2000 feet will be provided, and a discussion of any access issues in relationship to the project site will be described.

3. A description of the project site's protected status as farmland within Montgomery County will be provided.

3.4.2 Potential Impacts

1. A discussion of the proposed action's impact on current use of the agricultural lands by adjacent farm owners will be provided.
2. A discussion describing the proposed action's impact on access to adjacent agricultural lands will be provided.
3. A discussion of how annexation of the land into Fulton County and development of a regional business park may affect the integrity of the Agricultural District will be included.
4. The potential for increased development pressure on adjacent farmland parcels will be discussed.
5. The project's consistency with Montgomery County's Farmland Protection Plan will be discussed.
6. The potential impacts (stormwater, light, noise etc.) to adjacent agricultural lands will be discussed.

3.4.3 Proposed Mitigation Measures

1. Mitigation strategies will be discussed including potential implementation assistance for recommendations found within the Montgomery Farmland Protection Plan.
2. Discussion of the potential for providing replacement agricultural lands will be provided.

3.5 Ecology

3.5.1 Existing Conditions

This section will include the following items:

1. NYSDEC and the United State Fish and Wildlife Service (USFWS) will be contacted with regard to the presence of threatened, endangered, rare, and special concern species on the project site.

2. Vegetative/ecological communities within the limits of the site will be identified by qualified biologists, including potential on-site species and habitat potential relative to terrestrial and aquatic habitats.

3.5.2 Potential Impacts

1. A description of potential impacts to plant and animal communities on, or in the vicinity of the site, due to grading and excavation will be provided. Direct and indirect impacts to wildlife as a result of the proposed project including but not limited to construction, habitat loss and changes of habitat types and habitat fragmentation will be discussed. A qualitative analysis of available on-site post-construction habitats will be provided. Particular attention will be paid to, and a quantitative analysis will be provided for, high value or sensitive habitats and endangered, threatened and special concern species and their habitats.

3.5.3 Proposed Mitigation Measures

1. Mitigation for development of the project site will include appropriate agency (NYSDEC, USFWS, etc.) protocol, if necessary, to address site ecology, wetlands, and non-threatened, threatened, and endangered species.

3.6 Transportation

3.6.1 Existing Conditions

A Traffic Impact Study (TIS) will be completed for the project using standards and guidelines in common use and as developed by NYSDOT, the Institute of Transportation Engineers (ITE), and other applicable sources. Items for inclusion are:

1. The study will evaluate the following intersections during both AM and PM weekday peak traffic periods, which will span 6:00 to 9:00 a.m. for the AM Peak period and 3:00 to 6:00 p.m. for the PM Peak period:
 - a. Riverside Drive at I-90 Interchange 28
 - b. Route 30A at Riverside Drive
 - c. Route 30A at Route 5S
 - d. Route 30A (Bridge Street) at Park Street
 - e. Route 30A (Bridge Street) at Route 5 (E. Main Street) (east overlap)
 - f. Route 5 at Switzer Hill Road
 - g. Route 5 at Cemetery Road
 - h. Route 5 at Center Street
 - i. Route 30A (Broadway) at Route 5 (W. Main Street) (west overlap)
 - j. Route 30A at Wemple Road
 - k. Route 30A at Boshart Road
 - l. Route 30A at Commons Road

- m. Route 30A at Old Trail Road
- n. Route 30A at Opportunity Drive
- o. Route 30A at Enterprise Road
- p. Route 30A at Union Avenue/Chestnut Street
- q. Route 30A at Perry Street
- r. Route 30A at Glebe Street
- s. Route 30A at Route 67
- t. Industrial Park's Internal Site Intersections

Additionally, the weekday morning and afternoon count periods are to be expanded as necessary to include the school start and dismissal periods at intersections 'd', 'e', 'g', above.

- 2. The count data will include, but not be limited to, vehicle mix, pedestrian volumes and signal calls, bicycle volumes, roadway geometry including grades, current signal timings, approach queues, etc. This data will be used to calibrate traffic operation models.
- 3. Peak hour travel speed surveys will be collected between the primary route of I-90 Interchange 28 and the site. This data will be used to calibrate traffic operation models.
- 4. The latest three-year crash history will be collected and analyzed for the intersections and transportation network, especially noting crashes involving trucks and crashes involving pedestrians and bicyclists.
- 5. The TIS will be coordinated with all other transportation studies and projects recently completed and those that are currently on-going (i.e., other traffic studies, connector road study, etc.)
- 6. This section will also include a discussion of existing public transportation network facilities in the project area and surrounding vicinity, as well as potential network expansions such as connector roads and rail.

3.6.2 Potential Impacts

- 1. This section will include trip generation estimates for the action. Trip generation will include estimates for employees and trucks (peak hour and daily) for variety of potential land uses for the expansion. Trip rates will be calculated for the current uses of the Industrial Park and those rates will also be used to develop trip generation estimates for the action.
- 2. Trip distribution percentages to/from the project site will be estimated for employees and trucks and will be based on data such as current employment

- demographics in the Industrial Park and truck routing to/from the park, population centers, traffic volumes, travel demand model, etc.
3. The TIS will factor in other developments that are before various boards and also those that have recently been approved by the municipalities within the study area, and will use a standard background growth factor. Traffic forecasts will be made for year of full build-out and any anticipated interim phases.
 4. Capacity analyses will be conducted using the latest procedures of the *Highway Capacity Manual* for the study intersections as well as for the roadway segments of Route 5 and Route 30A in the Villages of Fonda and Fultonville. Capacity analyses will also be conducted for the Route 30A roadway segment from Route 5 to the site and that includes the segment with the truck climbing lane.
 5. Capacity analyses will be conducted for the I-90 Interchange 28 Toll Plaza noting impacts of increased queuing between the toll booths and Riverside Drive in both directions and the impacts to the number of toll booths and being able to accommodate the increased traffic flow.
 6. Capacity analyses will be conducted for existing, no-build, and build conditions for full build-out and any anticipated interim build phase. A discussion will be provided of traffic impacts and will include discussion of impacts to pedestrian/school crossings. Performance measures to define operating conditions and impacts will include level of service and vehicle delay, volume-to-capacity ratios, and network/segment speeds.
 7. This section will also evaluate potential impacts to local streets that may be used by motorists to try to avoid traffic bottlenecks such as using Park Street to bypass Route 5 (Main Street), and using other local streets to bypass the Route 5 and Route 30A intersection.
 8. Construction-related impacts to intersections and the roadway network will be presented and analyzed. Estimates of truck traffic hauling material to/from the site will be included in the analysis.
 9. This section should describe the routes (i.e. the off-site roads) used by trucks and vehicles carrying construction materials and/or hazardous materials/chemicals to the facility, as applicable.
 10. Discussion of on-site vehicular and pedestrian circulation.

3.6.3 Proposed Mitigation Measures

Measures to mitigate traffic impacts will be discussed and analyzed. Consideration of measures will include and not be limited to:

1.
 - a. Intersection improvements such as additional lanes, signalization, extension of turn lanes, etc.
 - b. Toll plaza expansions.
 - c. Construction of a connector road between I-90 and the site noting the potential reduction in employee and truck trips on the existing roadway network, and including required permits/approvals.
 - d. Expansion of rail to the site noting the potential reduction in truck trips on the roadway network and potential and impacts of possible at-grade rail crossings, added rail volumes, and including required permits/approvals. Discussion of rail as a mitigation measure shall also include a discussion of the impact of losing the rail corridor as a public recreational trail opportunity.
 - e. Improvements to pedestrian and bicyclist accommodations.
 - f. Improvements to mitigate construction traffic.

Mitigation measures will be presented conceptually noting any right-of-way impacts and any other restrictions. A discussion of any associated impacts by the planned mitigation will also be included.

3.7 Air Quality and Dust

3.7.1 Existing Conditions

1. The attainment or non-attainment status of the project area will be described, and existing air quality at the site will be summarized based on NYSDEC monitoring data for the most recent five-year period.
2. In addition, identification of background CO levels based on available CO monitoring data will be provided. Calculation of CO levels for maximum one- and 8-hour concentrations utilizing existing traffic data and emission factors will be provided.

3.7.2 Potential Impacts

1. A qualitative evaluation of potential air impacts resulting from construction activities, site preparation, and construction traffic and comparison to established air quality parameters will be included.
2. If blasting is proposed, the potential impacts on air quality from blasting will be qualitatively analyzed and discussed.
3. Perform a screening analysis for the potential for carbon monoxide (CO) impacts using procedures from The Environmental Manual (TEM) or latest available NYSDOT guidance for intersections evaluated under the traffic analysis. For intersections with a Level of Service of "D" or worse in the Build Condition, the

TEM capture criteria will be utilized to determine whether the intersections require further study. If any of the capture criteria are met, a volume threshold screening analysis will be performed at affected intersections.

4. If any intersections do not pass the volume threshold screening criteria, the intersection with the highest traffic volume will be subject to a mobile source analysis using vehicular CO engine emission factors from EPA's MOVES model and EPA's CAL3QHC dispersion model to predict the maximum change in carbon monoxide concentrations and to determine if the potential for exceedances of the carbon monoxide NAAQS exists at intersections near the Project Site. If the intersection analyzed exceeds the carbon monoxide NAAQS, the intersection with the next highest traffic volume will be modeled. Additional intersections will be modeled, if required, to determine the threshold at which exceedances do not occur. The proposed project has the potential to introduce high volumes of truck traffic into the local population center/residential areas. The air quality screening process will be supplemented by a qualitative evaluation of the proposed project in order to assess potential changes to air quality in target areas to be determined in consultation with the lead agency.
5. A qualitative analysis to assess the potential for significant adverse impacts from the proposed project's fossil-fuel fired HVAC heating systems will be included. If the analysis shows the potential for significant adverse impacts, a quantified analysis of the stationary source emissions per NYSDEC Policy DAR-1 (Air Guide 1) will be conducted.
6. New point sources of air emissions resulting from the proposed manufacturing or industrial processes, if any, will be described. If any new point sources of air emissions are proposed, provide a description and quantification of such emissions and a discussion of the relevant standards that need to be met, and a discussion of the required permits.

3.7.3 Proposed Mitigation Measures

1. Proper engineering and construction techniques to reduce short-term impacts such as fugitive dust and increased construction vehicle emissions will be discussed.
2. Discussion of reestablishment of FJ &G railroad along the western border of site to reduce truck traffic, relieve traffic congestion, and reduce air quality impacts including additional rail volumes will be provided.
3. Discussion of connector road to relocate truck traffic and relieve traffic congestion and air quality impacts will be provided.

4. Quantification of number of truck trips reduced by rail and/or connector road and corresponding reduction in air quality impacts will be included.

3.8 Noise, Odor and Light

3.8.1 Existing Conditions

1. An explanation of nearby sensitive receptors will be included, and a description of the current noise environment will be included.
2. Quantitative discussion of current ambient noise conditions at the sensitive receptors identified and along major feeder streets to and from the project site will be provided as follows: one-hour equivalent noise level, Leq(1) measurements will be made during three weekday time periods--the morning peak, midday, and afternoon peak periods (including accounting for anticipated hours of construction). Measurements will be made using a Type I noise analyzer and will include measurements of Leq, L1, L10, L50, and L90 noise levels.
3. A description of the current lighting conditions will be provided.

3.8.2 Potential Impacts

1. A discussion of noise impacts during construction, including blasting will be included. Noise levels at the project limits/property line and the nearest sensitive receptors will be provided.
2. A discussion of new noise impacts associated with increased truck traffic volumes, specifically noises associated with "jake brake" on principal approaches to the Village of Fonda will be provided.
3. A discussion of new noise impacts associated with operations at the new regional business park will be provided.
4. Discussion of potential odor sources from various possible manufacturing uses at the regional business park will be discussed.
5. A description of potential impacts associated with building and parking area/structure lights will be included.

3.8.3 Proposed Mitigation Measures

1. A discussion of proposed mitigation measures to limit short-term construction generated noise impacts will be included.

2. Any mitigation techniques used to mitigate the impacts of noise associated with truck traffic will be discussed.
3. Mitigation techniques used to mitigate operations associated noise impacts and/or odors will be discussed.
4. Mitigation techniques to mitigate night glare and other negative impacts associated with lighting will be discussed.
5. Discussion of reestablishment of FJ &G railroad along western border of site to reduce truck traffic, relieve traffic congestion, and reduce noise impacts including additional rail volumes will be provided.
6. Discussion of connector road to address truck traffic and relieve traffic congestion and noise impacts will be provided.
7. Quantification of number of truck trips reduced by rail and/or connector road and corresponding reduction in noise impacts will be included.

3.9 Community Services

This section will evaluate the potential impacts of the proposed project on existing police, fire, and emergency services. Information will be based on conversations with and correspondence received from service providers and available online resources.

3.9.1 Existing Conditions

Police, Fire Protection, and Emergency Medical Service

1. Identification of Police Departments, Fire Departments and/or Emergency Medical Service (EMS) providers that service the project site will be provided. This will include a description of the following information for each, where available:
 - Station locations;
 - Staffing levels;
 - Average response time expected to the project site; and
 - Discussion of existing water supply for fire protection.

3.9.2 Potential Impacts

1. A discussion of how the proposed project may affect these services will be provided, including response times from police, fire and EMS as well as the ability of the proposed road system and access points to accommodate emergency vehicles and equipment. This shall include evaluation of the potential

for increased frequency of response by service provider located within Town of Mohawk as well as other local/regional providers.

2. A discussion how annexation and any alteration of service area boundaries/assignments will impact service providers.
3. A general discussion of how chemicals or hazardous substances, including biohazardous substances, will be delivered, generated, stored, or disposed of at the project site, including the types of permits that would be required.
4. A description of types of special handling requirements, emergency response requirements, and specialized training and/or equipment needs that may be needed for emergency responders will be described.
5. Local police, fire and emergency responders will be contacted to determine the resources available and expertise of responders with regard to hazardous materials.

3.9.3 Proposed Mitigation Measures

1. Applicable mitigation measures will be described.

3.10 Utilities

3.10.1 Existing Conditions

1. Describe the current utilities in the vicinity of the site and the lack of utilities on site.

3.10.2 Potential Impacts

Water

1. A description of existing City of Johnstown municipal water capacity and infrastructure anticipated to serve the new regional business park will be provided.
2. Analysis of ability of the water infrastructure to serve the regional business park and other major projects (as described in Section 3.1). A description of proposed methods to serve the site including the extension of infrastructure to the site.
3. A summary of the average daily demand and peak hourly demand anticipated for the regional business park will be provided.

4. A description of the fire flow requirements based on National Fire Protection Agency (NFPA) guidelines will be discussed.
5. The potential for impacts to the structural integrity of the existing utility infrastructure during construction will be described.

Wastewater

1. A description of existing City of Johnstown municipal wastewater collection/conveyance/disposal capacity infrastructure anticipated to serve the new regional business park will be provided.
2. A summary of the peak hourly discharges to the collection system and existing current peak hourly flows and capacity of the collection system will be provided.
3. The potential for impacts to the structural integrity of the existing utility infrastructure during construction will be described.

Solid Waste

1. An analysis of anticipated solid waste volumes generated for construction and operation of the proposed action will be included.
2. This section will describe proposed solid waste disposal, recycling and collection activities at the project site, including a description of hazardous materials collection, as applicable.

Energy

1. A description of how National Grid's infrastructure will be extended to the site, and the anticipated annual electrical demand estimate will be discussed.

3.10.3 Proposed Mitigation Measures

1. Discussion of any necessary upgrades or mitigation measures to offset or lessen impacts for the proposed action.

3.11 Fiscal and Economic Impacts

3.11.1 Existing Conditions

1. This section will include a discussion of the existing tax revenue generated from the site to taxing entities and other economic benefits to the community from the current agricultural use.

2. Taxes provided to each taxing jurisdiction (Town, County, Fonda-Fultonville School District, Mohawk Fire District, etc.) will be provided in tabular form.
3. A discussion of major employers in the region (including Fulton/Montgomery Counties) will be provided, and an assessment of the available jobs and workforce will be described.
4. A discussion of existing property values in the community will be included.

3.11.2 Potential Impacts

1. A comparison describing the projected taxes to each taxing jurisdiction with the anticipated costs of providing municipal services to the completed project will be provided.
2. A description of employment generation resulting from construction, and operation of the Project, and the corresponding fiscal impacts resulting from resident expenditures will be provided.
3. A description of the annexation revenue sharing agreement between Montgomery and Fulton Counties will be included. Potential revenues to the City of Johnstown and the Town of Mohawk will be described.
4. The potential labor pool will be identified.
5. A description of the impacts to property values in the community, and a description of impacts to adjoining residential property values due to the stormwater, light, noise, etc. impacts from the Project will be included.

3.11.3 Proposed Mitigation Measures

1. Any alternative revenue sharing agreements shall be provided.
2. Mitigation strategies will be discussed.

3.12 Cultural, Historic, and Scenic Resources

3.12.1 Existing Conditions

Cultural and Historic Resources

1. This section will include a brief summary of archeological and historic resources as outlined in a Phase 1A/1B Cultural Resources Assessment to be prepared for the site.

Scenic Resources

1. Existing visual and scenic resources in the area will be described.

3.12.2 Potential Impacts

Cultural and Historic Resources

1. This section will describe the project's potential impacts, if any, to identified cultural and historic resources.

Scenic Resources

1. Changes in the visual environment resulting from the proposed action will be described, including changes to any identified significant views and/or changes to community/neighborhood character.
2. Proposed lighting, design, and landscaping will be described.

3.12.3 Proposed Mitigation Measures

1. Mitigation will be discussed including proposed lighting, design and landscaping strategies.

3.13 Hazardous Materials

3.13.1 Existing Conditions

1. Potential on-site hazardous materials and/or conditions will be discussed as documented in the Phase I Environmental Site Assessment (Phase I ESA) prepared for the project.

3.13.2 Potential Impacts

1. State listed inactive hazardous waste sites and spills and other soil conditions will be identified through review of the NYSDEC information and the Phase I ESA. The project's potential to impact identified environmental conditions will be presented.

3.13.3 Proposed Mitigation Measures

1. Potential remediation measures will be identified, if necessary.

4.0 ADVERSE UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS IF PROJECT IS IMPLEMENTED

This section will include a discussion of the adverse environmental impacts identified in Section 3.0 that can be expected to occur regardless of the mitigation measures proposed.

5.0 ALTERNATIVES

The following alternatives to the proposed project will be considered:

5.1 No-Build Alternative

The “No Build” alternative will be addressed as required under 6 NYCRR 617.9(b)(5). The “No Action” alternative is the scenario that would occur if no residential or commercial development were to take place on the project site.

5.2 Regional Business Park with No Annexation Alternative

This Alternative will examine the ability to accomplish the purpose and public need of the project discussed in Section 2.0 by rezoning the project site under the Town of Mohawk Zoning Ordinance, and providing utilities as an out of district user or intermunicipal agreement or alternate means such as Town of Mohawk or Montgomery County.

5.3 Reduced Scale Alternative

This alternative will examine a smaller scale development with a less intensive mix of land uses (e.g. less SF dedicated to manufacturing/industrial) that may be necessary to reduce off site impacts to the local/regional transportation system and/or mitigate unacceptable impacts to community character as a result of increased traffic/truck volumes in the Town of Mohawk and Village of Fonda.

6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This section will include identification of the natural and human resources listed in Section 3.0 that will be consumed, converted, or made unavailable for future use.

7.0 GROWTH INDUCING IMPACTS

Section 7.0 will discuss the potential growth-inducing aspects that the proposed project may have, including increases in local business demands and further growth potential through improved infrastructure.

8.0 EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES

Section 8.0 will discuss the energy sources to be used for the proposed project, the anticipated levels of energy consumption, and proposed energy conservation measures.

9.0 APPENDICES

9.1 Correspondence (Including all SEQR documentation)

9.2 Studies

9.2.1 Traffic Impact Study

9.2.2 Preliminary SWPPP

9.2.3 Engineering Drawings for Regional Business Park (Conceptual)

- Site Plan; Grading, Utility, and Lighting Plans; Erosion and Sediment Control Plan; and Architectural Rendering and Floor Plan

9.2.4 Wetland Delineation Report

9.2.5 Regional Business Park Agreement

9.2.6 Rail Feasibility Analysis

9.2.7 Land Purchasing Option Agreements

9.2.8 Cultural Resource Reports: Phase 1A and 1B

9.2.9 Environmental Site Assessment, Phase 1

9.2.10 Geotechnical Engineering Report

9.2.11 Annexation Revenue Sharing Agreement

9.2.12 Biological Assessment/U.S. Fish and Wildlife Coordination

9.2.13 Endangered and Threatened Species