NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

DRAFT SUPPLEMENTAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

VOLUME I:

WHITE PINE COMMERCE PARK

5171 Route 31 Town of Clay, NY 13041

Lead Agency: Onondaga County Industrial Development Agency

https://www.ongoved.com

Robert M. Petrovich, Executive Director

333 W. Washington Street, Suite 130

Syracuse, New York 13202

315-435-3770 (Fax) 315-435-3669

Prepared by:

JMT of New York, Inc
19 British American Boulevard
Latham, NY 12110
518-782-0882

May 2021

Acceptance by the Lead Agency: May 6,2021

Comments to be Submitted to OCIDA by: June 11, 2021

TABLE OF CONTENTS

		Page
Executive Summary		**ES.1**
1.0 Introduction and Project Description		**1.1**
1.1	Project Background	1.1
1.2	Changes in Circumstances	1.5
1.3	Permitting and SEQRA Process	1.7
2.0 Alternatives		**2.1**
2.1	Background	2.1
2.2	Alternative 1: No Action Alternative	2.1
2.3	Alternative 2: The Park as Considered in the GEIS	2.2
2.4	Alternative 3: Smaller Expansion	2.3
2.5	Alternative 4: Develop Park in Alternative Location	2.4
3.0 Environmental Setting		**3.1**
3.1	Land Use & Zoning	3.1
3.2	Community Character	3.5
3.3	Transportation	3.6
3.4	Utilities & Community Services	3.8
3.5	Topography, Geology & Soils	3.9
3.6	Water Resources	3.13
3.7	Air Resources	3.15
3.8	Ecological Resources	3.17
3.9	Cultural & Archeological Resources	3.30
3.10	Visual Environment & Aesthetic Resources	3.33
3.11	Noise	3.34
3.12	Human Health	3.37
4.0 Potential Environmental Impacts and Mitigation		**4.1**
4.1	Land Use & Zoning	4.1
4.2	Community Character	4.2
4.3	Transportation	4.3
4.4	Utilities & Community Services	4.9
4.5	Topography, Geology & Soils	4.13
4.6	Water Resources	4.16
4.7	Air Resources	4.19
4.8	Ecological Resources	4.23
4.9	Cultural & Archeological Resources	4.27
4.10	Visual Environment & Aesthetic Resources	4.28
4.11	Noise	4.32
4.12	Human Health	4.41

Page

5.0 Cumulative Impacts..... 5.1
5.1 Cumulative Impacts..... 5.1
5.2 Mitigation..... 5.2

6.0 Unavoidable Adverse Impacts..... 6.1
6.1 Unavoidable Impacts..... 6.1

7.0 Growth Inducing Aspects..... 7.1
7.1 Population Growth..... 7.1
7.2 Infrastructure Induced Growth..... 7.1

8.0 Irreversible and Irretrievable Commitment of Resources..... 8-1
8.1 Commitment of Resources..... 8.1

9.0 Effects on Use and Conservation of Energy 9.1
9.1 Proposed Energy Sources..... 9.1
9.2 Anticipated Short-term/Long-term Energy Consumption 9.1
9.3 Energy Codes and Executive Orders..... 9.2
9.4 State and Local Energy Initiatives..... 9.2
9.5 Energy Star and Industry Energy Responsibility Partnerships..... 9.3
9.6 LEED Design and Construction..... 9.3

10.0 Solid Waste Management 10-1
10.1 Solid Waste..... 10.1
10.2 Hazardous Waste..... 10.2

List of Tables

	Page
Table 3.1-1: Existing Land Use within One Mile of White Pine Commerce Park	3.2
Table 3.5-1: Soils	Following Chapter 3
Table 3.8-1: Acreage of Vegetation Cover Types	3.22
Table 3.8-2: Common Species	3.28
Table 3.8-3: USFWS Endangered and Threatened Species	3.29
Table 3.11-1: Ambient Noise Data	3.37
Table 4.3-1: Trip Generation	4.5
Table 4.7-1: Representative Facility Emissions Summary	4.20
Table 4.11-1: Typical Construction Equipment Noise Levels	4.36
Table 4.11-2: Potential Construction Noise at Receptors	4.37
Table 4.11-3: Potential Operational Noise at Receptors	4.39

List of Figures

	Following Chapter
Figure 1.1-1: Project Location	1
Figure 1.1-2: Prime Developable Area	1
Figure 3.1-1: Existing Land Use	3
Figure 3.1-2: Existing Zoning	3
Figure 3.4-1: Existing and Proposed Utilities	3
Figure 3.4-2: Community Services	3
Figure 3.5-1: Topography	3
Figure 3.5-2: Soils	3
Figure 3.6-1: NYSDEC Stream Classifications	3
Figure 3.6-2: Water Quality Classifications	3
Figure 3.8-1: Site Wetlands	3
Figure 3.8-2: Utility Corridors Wetlands	3
Figure 3.8-3: Land Cover Types	3
Figure 3.9-1: Architectural Resources	3
Figure 3.11-1: Sound Level Monitoring and Receptor Locations	3
Figure 4.11-1: Common Sounds Levels	4

DGEIS Appendices

Appendix A: SEQRA Documentation and Agency Correspondence
Appendix B: Traffic Analysis Report and Data
Appendix C: Utility Provider Commitment Letters
Appendix D: Visual Impact Assessment
Appendix E: Noise Data

EXECUTIVE SUMMARY

Project Background

Project Location and Description

The Onondaga County Industrial Development Agency ("OCIDA") proposes to expand its modern industrial park at the White Pine Commerce Park ("Park"), formerly known as the Clay Business Park. The Park is located northeast of the intersection of NYS Route 31 and Caughdenoy Road in the Town of Clay, Onondaga County, New York. The Park is approximately 7 miles north of the City of Syracuse.

Project Location

The Park was created to be capable of supporting a mix of industrial and/or commercial uses with related office space, advanced state-of-the-art research, large- or small-scale manufacturing, assembly, warehousing, data management, material processing and distribution facilities in a campus-like setting.

OCIDA has devoted substantial time and effort into developing the Park, with a particular focus on development that will bring high-tech facilities and high paying jobs to Onondaga County. More recently OCIDA has focused its efforts on the semiconductor industry. These efforts have been unsuccessful to date as it has become apparent that a larger geographic footprint is necessary in order to support this type of industry and associated investment required by the tenants.

OCIDA, as Project Sponsor, proposes to expand the Park to approximately 1,250± acres (the "Project" or "Action"). OCIDA currently owns approximately 648± acres, has another 282± acres under contract, and would acquire approximately 320± additional acres. The acreage to be acquired are parcels contiguous to the current Park, and are generally located along Route 31, and along the east and west sides of Burnet Road. OCIDA would acquire the additional parcels through purchase agreements with existing landowners or, if necessary, pursuant to the Eminent Domain Procedure Law ("EDPL"), to avoid fragmented parcels that would hinder future development.

Project Overview and History

This Draft Supplemental Generic Environmental Impact Statement ("Draft SGEIS") is a supplement to the 2013 Final Generic Environmental Impact Statement that was completed ("2013 FGEIS") and OCIDA's issuance of a Findings Statement that concluded that development of the then existing 340±-acre Park avoided or minimized adverse environmental impacts to the maximum extent practicable, and incorporated mitigation measures that were considered practicable.

Project Purpose and Need

The Project purpose is to expand the Park to enable OCIDA to market the Park to a larger, more diverse mix of potential industrial and commercial developers by making the Project site more attractive to a broader scope of industries, particularly the semiconductor industry, and bringing high tech and high paying jobs to Onondaga County.

This Draft SGEIS identifies, evaluates, and addresses various impact thresholds, permit criteria, and mitigation measures anticipated for the expanded Park, including those attributes associated with large-scale semiconductor industrial development. By addressing these issues in a Generic EIS format, the SEQRA process will define a set of threshold conditions or criteria under which potential future actions and development will be undertaken or approved, including any subsequent SEQRA compliance requirements.

Proposed Development

The 2013 FGEIS detailed a preferred development scenario, which anticipated a full build-out of approximately 2.0 to 2.5 million square feet of industrial development and assumed that the Project would be developed in several phases. Given the lack of any specific tenant and uncertain timing for development of future phases, this Draft SGEIS considers the potential impacts associated with the development of the Park, including the expanded area, while providing for further evaluation, as necessary, when a conceptual plan for a specific development is available.

The development evaluated in this Draft SGEIS contemplates OCIDA's focus on developing the Park with a tenant or tenants in the semiconductor industry. This may translate into a buildout encompassing approximately 4.0 million square feet of industrial development at the Park. This would equate to approximately 400 acres of surface disturbance (temporary and permanent) within the Park developed in a campus like setting that would be sited to avoid regulated wetland areas and would limit the height of structures to no more than 160 feet. This anticipated development is expected to bring approximately 4,000 jobs covering three shifts that operate 24/7 year-round.

Based on a review of similar types of facilities being developed in other areas of the country, and given existing site conditions and the Project purpose, the initial buildout would likely include the following:

- A combined total of approximately 4.0 million square feet (SF) of buildings in a campus like setting made up of the type of uses identified in the 2013 FGEIS (manufacturing, laboratory, R&D, fabrication, warehousing, office, support, utility, waste, service yards, energy, water treatment)
- Approximately 50 acres of paved area for parking (which may include parking garages), loading, internal road circulation and/or shipping/receiving areas
- Two (2) access roads enter the Project site from NYS Route 31 and Caughdenoy Road)
- Approximately seven miles of new sanitary sewer line from the Oak Orchard WWTP to service the surrounding sewer district, including the Park
- Approximately four miles of new gas line to the Park
- Approximately 5,000 linear feet of underground electric line to the Park

- Areas avoided and set aside for wetland preservation, conservation, and if necessary, mitigation
- Additional areas for:
    - Stormwater management
    - Truck scales and security guard stations
    - Fuel storage
    - Employee amenities, trails and open space
    - Landscaping, security fencing, signage, earthen berms and vegetated buffers

Project development will include site infrastructure including internal roads, drainage culverts, waterlines, sewer and wastewater systems, electric, natural gas, stormwater management systems, lighting, landscaped areas, earthen berms and areas maintained as undeveloped natural buffers. It is anticipated that areas owned by OCIDA that are north of existing New York Power Authority and National Grid transmission lines will not be developed to avoid actual or potential wetland areas. Upland areas alongside these wetlands may be suitable as possible wetland mitigation areas, if necessary, for potential impacts that cannot be avoided or minimized by a future specific development, which is not covered by this Draft SGEIS.

The development of the Park will likely begin south of the NYPA/National Grid transmission lines to avoid potential wetlands and state wetland adjacent areas to the maximum extent practicable, which are situated in the eastern portion of the Project site. This area includes approximately 732± total acres of prime developable land within the Park. See Figure 1.1-2. This area has been identified as the prime developable area due to the anticipated absence of wetlands features, the generally flat topography, and the access to the surrounding transportation network and potential access points along NYS Route 31 and Caughdenoy Road. The prime developable area within the Project site is also positioned away from the overhead transmission lines, which run across the northern portion of the Project site. The proposed gas line and sewer connection would also tie directly into this portion of the Project site with limited impacts, if any, to wetlands or other natural features anticipated.

Changes in Circumstances

The 2013 FGEIS envisioned a Park that would accommodate a mix of industrial uses which could include office, research, manufacturing, assembly, warehousing and distribution facilities in a campus environment. It similarly noted OCIDA's intent to market the Park "for various types of uses possibly including advanced manufacturing, material processing, product assembly, warehouse and distribution, research and development, and data management to facilitate the creation of high-paying employment opportunities in Onondaga County." (FGEIS Section 1.2).

OCIDA now seeks to market the Project to a larger, more diverse mix of potential industrial and commercial developers by making the Project site more attractive to a broader scope of industries. The expanded Park will be capable of supporting a mix of industrial and/or commercial uses with related office space, advanced state-of-the-art research, large- or small-scale manufacturing, assembly, warehousing, data management, material processing and distribution facilities in a campus-like setting. As such, OCIDA intends to market the Project site in a more targeted manner to the semiconductor industry. OCIDA would acquire the additional parcels through purchase agreements with existing

landowners or, if necessary, pursuant to the EDPL, to avoid fragmented parcels that would hinder future development.

Since the completion of 2013 FGEIS, the Climate Leadership and Community Protection Act (CLCPA) was passed and signed into law in 2019 (Chapter 106 of the Laws of 2019). The CLCPA and Environmental Conservation Law ("ECL") Article 75 require NYSDEC to promulgate regulations to establish a statewide greenhouse gas ("GHG") emissions limit for 2030 that is sixty percent of 1990 GHG emissions, and for 2050 that is fifteen percent of 1990 GHG emissions. The CLCPA also requires the Public Service Commission ("PSC") to establish a program to meet a target of seventy percent of statewide electrical generation from renewable sources by 2030, and a target of zero GHG emissions for statewide electrical demand by 2040. NYSDEC adopted 6 NYCRR Part 496 on December 30, 2020, which established the statewide GHG emission limits for 2030 and 2050 consistent with ECL Article 75 and the CLCPA. On October 15, 2020, the PSC issued an Order expanding the Clean Energy Standard to increase renewable energy in the state to 70% by 2030. In addition to the regulations, Section 7(2) of the CLCPA requires all state agencies to consider whether the decision to issue permit(s) is inconsistent with or will interfere with the attainment of the ECL Article 75 GHG emission limits.

Alternatives

Several alternatives were fully evaluated in the 2013 FGEIS. This Draft SGEIS updates those that have changed since that time and expands upon others as necessary to account for the proposed expansion of the Park. These alternatives include: no action (Alternative 1); considering the Park as it was originally proposed in the 2013 FGEIS (Alternative 2); utilizing a smaller expanded area – less than the approximately 1,250± acres (Alternative 3); and considering a different location to site the Park (Alternative 4).

Alternative 1

The no action alternative would result in the Park remaining open space and potential habitat for common wildlife that is inaccessible and unutilized by the community until it is sold for other purposes. This alternative would avoid the potential need for to acquire lands pursuant to the Eminent Domain Procedure Law (EDPL) to further expand the lands owned by OCIDA to support future development. See 2013 FGEIS (Draft Section 2.1) for further analysis of this alternative.

The no action alternative would adversely affect Onondaga County's ability to remain competitive in attracting large-scale industries to Central New York. The no action alternative would preclude potentially beneficial economic impacts associated with the Project, including an increase in employment opportunities and enhanced tax revenues.

Also, current investment in the site may be lost with this alternative, as site conditions change over time. This could decrease the future development potential of the site due to increased costs associated with vegetation clearing and changing drainage characteristics, which may affect the use of additional acreage. The completed technical studies would also be less useful as data and recommendations become increasingly outdated.

Ultimately, the no action alternative is not an acceptable alternative to the Project, as it is contrary to OCIDA's mission to facilitate industrial development and job creation in Onondaga County.

Alternative 2

Alternative 2 would keep the size of the Park to 340± acres, which is roughly 911± acres smaller than the currently proposed 1,250± acre expanded Project site. Although potential environmental impacts would be limited to a smaller area, impacts on certain resources, such as wildlife may potentially be greater, as sectional development could significantly fragment essential wildlife habitat. The main wildlife mitigation for the Park is to retain/maintain existing habitat tracts, and when not feasible, use compensatory mitigation to include creation or enhanced restoration of habitat to account for any habitat loss. With a smaller park size, it would be difficult to achieve both objectives, including on-site compensatory mitigation due to space limitations. This alternative would avoid the potential need to acquire lands pursuant to EDPL to further expand the lands owned by OCIDA to support future development. A smaller sized Park may not reduce certain environmental impacts such as traffic, visual, air and noise. Instead, it could just reduce the size of open greenspace incorporated into any development design and cause greater wetlands disturbance.

OCIDA has marketed the existing approximately 340±-acre Park since 2013 and determined that the current Park is too small for the type of development it desires to attract to the area and consistent with other industrial park developments in other areas of New York and the country. The smaller, approximate 340± acre footprint would not allow for the potential of larger industrial and commercial developers, such as the semiconductor industry. The proposed expanded footprint of the Park allows OCIDA to market to a larger, more diverse mix of industries than it had previously. The smaller sized Park would not support the main objective, which is to attract a broader scope of industries such as the semiconductor industry, which require a large campus setting with greenspace and ample buffering from environmental receptors and would bring high tech and high paying jobs to Onondaga County.

Although Alternative 2 would avoid the potential need to acquire lands, if necessary, pursuant to the EDPL, it is not a viable option as it would greatly limit the full economic and development potential of the Project site in terms of viable tenants, occupancy and use, and limit options for avoiding and mitigating potential adverse environmental impacts.

Alternative 3

Alternative 3, a smaller expansion alternative, would allow for development on only a portion of the Project site, potentially keeping the remainder of the site in its current state, as vacant, undeveloped land or residential homes, and could reduce, or potentially avoid, the potential need to use EDPL to acquire lands. The smaller expansion alternative would have similar environmental impacts as Alternative 2 (The Park as Considered in the 2013 FGEIS) as well as those described in this Draft SGEIS for the Project. As explained above, the potential for habitat fragmentation on the smaller scale project could potentially cause greater impacts to wildlife. Site development would create additional vehicle traffic in the immediate vicinity and would change the visual character, aesthetics, air and noise quality, vegetation and habitats on-site, regardless of the smaller footprint. It also has the potential to reduce the size of open

greenspace incorporated into any development design and potentially cause greater wetlands disturbance. The smaller footprint could result in development located closer to residential locations that are not acquired by OCIDA, thus creating greater potential environmental impacts. In contrast, the preferred alternative would allow future tenants additional acreage on-site sufficient to construct necessary buildings and accessory uses, buffer development from adjacent lands, and avoid impacts to ecological resources such as wetlands to the maximum extent practicable.

Although this alternative considers the idea of potentially maximizing development space within a smaller area, much like Alternative 2, the smaller footprint would not allow for the potential of larger industrial and commercial developers, such as the semiconductor industry. The proposed expanded footprint of the Park allows OCIDA to market to a larger, more diverse mix of industries than it had previously. The smaller sized park would not support the main objective, which is to attract a broader scope of industries such as the semiconductor industry that require large campus type settings with greenspace and ample buffering from environmental receptors and would bring high tech and high paying jobs to Onondaga County.

Like Alternative 2, the smaller expansion alternative does not maximize the development potential of the Park and does not expand options for avoiding and mitigating potential adverse environmental impacts. Therefore, it is not an acceptable option.

Alternative 4

Alternative 4 would consist of the development of the proposed Project at a different location. This alternative was previously evaluated and rejected in the 2013 FGEIS (Draft Section 2.2.1). Based on current available information, this conclusion has not changed. None of these previously considered alternative locations would be able to accommodate the large-scale industrial use the Park is promoting due to size limitations and proximity to services and necessary infrastructure. There are no other options available currently that meet the needs of the Project.

Unlike other park locations, the expanded Park can accommodate large-scale industrial tenants that cannot easily locate elsewhere in Onondaga County due to their size and space requirements and need for suitable infrastructure. Additionally, the other locations do not have the existing utility and transportation services that serve the Park. National Grid's Clay Substation is located adjacent to the Park on the west side of Caughdenoy Road. The Oak Orchard Wastewater Treatment Plant is located approximately 2.5 miles west of the Park. The Park is also bound to the south by a 12-inch water line and NYS Route 31, which is a principal arterial west of Interstate-81, and CSX rail, which is located adjacent to the Park.

Based on the lack of other viable locations within the County to accommodate the intended scale of the Park, as well as OCIDA's substantial investment in the Park to date, this alternative is not a viable option.

Existing Conditions, Impacts and Mitigation

Land Use and Zoning

The proposed expanded Park footprint consists primarily of undeveloped land. To the extent development exists, it is limited to residential, commercial, and public utility uses and structures (i.e., electric transmission lines, telecommunications tower) scattered along NYS Route 31 and Caughdenoy Road, with approximately three dozen residences located along Burnet Road. Existing improvements and structures within the expanded Park footprint are located close to existing road frontages, leaving the remainder of the expanded Park in its natural, undeveloped state. The majority of the Park is relatively flat and vegetated with grasses, shrub, and wooded areas that have developed as the area continues to transition from former farmland. Land uses within the proposed expanded Park have remained consistent since the 2013 FGEIS.

The area surrounding the Park was once a rural area comprised of farmland and agricultural uses. The surrounding area is undergoing gradual changes as a more suburban type of development unfolds, primarily along NYS Route 31, but much of the area closest to the Park has maintained a rural character due to large swaths of undeveloped land. While farming activities are conducted within a small portion of the proposed expanded Park, the Park is not located within or near a NYS certified agricultural district.

The proposed expanded Park is located within the Town of Clay and is subject to the zoning requirements contained in the Town's Zoning Code and the zoning district designations contained in the Town's Zoning Map.[1] Of the proposed expanded Park's approximately 1,250± acres, 346± acres are zoned as Industrial 2 (I-2), 856± acres are zoned Residential Agricultural (RA-100), and 36± acres are zoned One Family Residential (R-15). Burnet Road comprises the remaining 12 ± acres that make up the expanded Park. As shown in Figure 3.1-2 (located at the end of Chapter 3), approximately 850± acres of privately owned land located on Caughdenoy Road west and north of the Park is zoned I-2, with additional parcels zoned RA-100. The parcels directly south of the Park along NYS Route 31 are zoned Highway Commercial (HC-1) and RA-100. The parcel located adjacent to the southeastern corner of the Park is zoned Planned Development (PDD). The proposed expanded Park's eastern property line is the boundary between the towns of Clay and Cicero. The proposed expanded Park contains multiple zoning designations, not all of which are compatible with the intended future use and development of the Park. The expanded Park will therefore require the approval by the Town of Clay Town Board of either a zone change to I-2 for the portions of the Park that are not zoned I-2 or a PDD that encompasses the entire Park footprint to allow the type of use OCIDA seeks for the Park.

Community Character

The Town of Clay is still the largest suburban town in Onondaga County. The Town has a diverse economic base, and industrial uses are scattered throughout the Town, including a developed industrial corridor between Henry Clay Boulevard and Morgan Road approximately 5 miles southwest of the Park. The population of the Town along with its pace of development has remained mostly unchanged since the

[1] Town of Clay Zoning Code (Last Revised May 10, 2016). https://www.townofclay.org/information/zoning-code.

2013 FGEIS. The character of the area immediately surrounding the Park remains generally rural in contrast to the more developed areas of the Town of Clay and nearby Town of Cicero.

NYS Route 31 represents the primary east-west traffic corridor in the Town of Clay north of I-481 and carries a high volume of traffic between Clay and Cicero. Nearly all travel in the vicinity of the project site is by personal vehicle, which remains unchanged since the 2013 FGEIS. There is little public transit and pedestrian use along major roadways, including NYS Route 31, and the area immediately surrounding the proposed expanded Park lacks sidewalks or other pedestrian facilities (crosswalks, etc.) that would otherwise encourage pedestrian use. While NYS Route 31 is a designated part of New York State Bike Route 5, bicycling activity is not typical along the road or surrounding area. The CSX rail line that provides freight service crosses NYS Route 31 southwest of the Park.

Visually, the western portion of the expanded Park contains few structures or natural features of any significance. The topography of the area is generally flat, which is typical of the Town of Clay and the northern portion of Onondaga County. Undeveloped areas contain mixed upland and wetland vegetation including grasses, shrubs, and woodlands. These resources are described in detail later in this chapter under existing ecology and vegetation. The area of the expanded Park that includes Burnet Road contains approximately three dozen residential properties that have been or will be acquired by OCIDA through voluntary purchase agreements or pursuant to the EDPL to help establish the expanded Park footprint. These residential properties will be rezoned to support the proposed development of the Park and existing structures removed from the property.

Electrical utilities, including the National Grid electrical substation located just west of the Park and the NYPA and National Grid transmission lines passing through the northern third of the site are prominent visual features in the area. A telecommunications tower also exists within the expanded Park adjacent to the southeastern corner of the current Park footprint. The presence of these public utility structures and uses incorporates an industrial element to the otherwise undeveloped character of the area.

Existing development in the area surrounding the existing Park is either low density single-family suburban style housing or older style rural homes and former farmland. A few business and commercial uses exist along Caughdenoy Road and NYS Route 31 west and south of the Park. With the exception of the area extending north of the Park for several miles that remains largely rural and undeveloped or sparsely developed, surrounding areas in other directions become more densely developed farther away from the Park. Areas east of site along NYS Route 31 and Brewerton Road in the Town of Cicero contain dense concentrations of business and commercial development with residential development interspersed throughout. Higher-density residential and commercial development along the NYS Route 31 corridor within the Town of Clay occurs mostly to the south and southeast of the Park along Stearns Road and Caughdenoy Road north of I-481. Areas farther west of site transition from suburban residential into a developed, high-traffic shopping area along NYS Route 31 around the I-481 interchange. The development of retail, commercial and residential growth farther away from the Park in both directions along NYS Route 31 in Clay and Cicero is due in large part to the proximity of NYS Route 31 to I-81, I-481, I-90 and the Syracuse Hancock International Airport. Together, those features have made the greater surrounding area attractive to many forms of development.

To avoid or minimize potential adverse impacts to the extent practicable, the potential future development of the expanded Park will occur subject to the design features, conditions, and mitigation measures required by the Town of Clay Town and Planning Boards in accordance with the requirements of the Zoning Code. In conjunction with either a zone change or PDD approval process, OCIDA will work with the Town Board and/or Planning Board to identify specific issues or areas of concern and develop specific measures to address or alleviate such concerns to ensure the objectives of the Project are achieved while also minimizing or mitigating development related impacts on the surrounding community.

Undeveloped portions of the Park will likely be maintained as wetlands, vegetated greenspace and integrated into stormwater management and other site design features. Additionally, greenspace would be used to meet setback requirements or other design thresholds that may be included in a PDD or site plan. Greenspace may also be incorporated in the tenant facility design/layouts to serve aesthetic purposes, establishing a campus-like setting for tenant employees and visitors.

With respect to the acquisition and removal of residential properties to enable the creation and future development of the expanded Park, OCIDA will negotiate to purchase these properties at fair market value and pay the seller's normal transaction costs of updating the title and survey, recording fees, transfer taxes and other similar expenses in connection with the transfer of these properties as well as the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem charges and other similar charges. In the event it is necessary to acquire any such properties pursuant to the EDPL, as condemnor OCIDA will offer just compensation based on the fair market value determined by its highest approved appraisal, and the respective property owners will have the right to challenge the amount of such just compensation under EDPL Article 5. OCIDA will also pay, upon acquisition, any costs associated with recording fees, transfer taxes, penalties incurred by the condemnee for prepayment of any preexisting recorded mortgage entered into in good faith encumbering the property, and the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem taxes and other similar charges.

Transportation

An increase in traffic will result from construction and development of the Park. Traffic is also projected to increase from other developments occurring in the area and will change the existing levels of service (LOS) at certain intersections along NYS Route 31. Therefore, roadway improvements along NYS Route 31 are proposed based on existing and future traffic volumes. Regardless of development at the Park, transportation improvements will be required along NYS Route 31 as other development occurs over time.

Since the preparation of the 2012 Traffic Impact Study that was part of the 2012 DGEIS and finalized in the 2013 FGEIS, traffic roadway changes include:

- The addition of exclusive eastbound and westbound left turn lanes along NYS Route 31 at Henry Clay Boulevard;
- The unsignalized intersections of NYS Route 31/Caughdenoy Road and NYS Route 31/Legionnaire Drive/Lawton Road were signalized;

- The Caughdenoy Road/NYS Route 31 intersection was also recommended for right and left turn lane additions; however, the current development assumptions have changed with multiple site entrances.

Impacts related to the proposed expanded Park are described in Section 4.3.

A new Traffic Impact Study (TIS) was prepared to evaluate potential traffic impacts associated with the proposed expanded Park area. Due to the generic nature of this review, the TIS includes more generic as opposed to specific development details and follows the assumptions to develop the traffic impact of the proposed expansion and potential development, which include supporting between 3,750 to 4,000 employees (4,000 used for analysis), having a minimum of two driveways for site access: one driveway will be connected to Caughdenoy Road and the other will be connected to NYS Route 31; operating 24 hours a day and seven days a week with three equally sized rotating working shifts; and development of the Project site will be completed and operational by the year 2024.

Capacity analysis was performed, and the following capacity improvement measures are recommended to address LOS, travel speeds, delay, and safety:

- NYS Route 31 at Henry Clay Boulevard: Construct a northbound left turn lane,
- NYS Route 31 at US Route 11: Construct an additional left turn lane to provide for westbound dual left turn lanes and modify left turn phasing from permissive/protected to protected,
- NYS Route 31 at I-81 Southbound Ramps: Construct an additional left turn lane to provide westbound double left turn lanes and change westbound left turn phasing from permissive/protected to protected and widen to two lanes on the on-ramp before merging to a single lane prior to the merge on to I-81.
- NYS Route 31 at I-81 Northbound/ Pardee Road: On I-81 northbound off ramp construct an additional left and right turn lane.
- NYS Route 31 at Site Entrance 2: An addition of a left turn lane along NYS Route 31 eastbound and a right turn lane along NYS Route 31 at the site entrance. A left and right turn will be provided out of the site. A traffic signal is recommended at the intersection.
- Caughdenoy Road at Site Entrance 1: A right and left turn lane will be provided from the site entrance and along Caughdenoy Road.
- NYS Route 31 at Lakeshore Road: Concepts have been developed and coordination will take place with NYSDOT for future consideration.

Additional information is provided in the TIS in Appendix B.

Utilities & Community Services

Existing and proposed utilities (electric, natural gas, and water) in the vicinity of the Park are shown in Figure 3.4-1. Sewer service is in the process of being extended to the surrounding district, including the Park. Gas utility improvements are being proposed in conjunction with the Park expansion. There have

been no significant changes since 2013 in the location of existing electric, natural gas, and water utilities in the vicinity of the Park.

Community services in the vicinity of the Park include fire, police and emergency response, parks and recreation, schools and other community services such as places of worship. These services remain largely unchanged from 2013. Community service provider locations near the project site are shown in Figure 3.4-2. The area is served by the Clay Fire Department, North Area Volunteer Ambulance Corps (NAVAC), and Northern Onondaga Volunteer Ambulance (NOVA). The Park is in the North Syracuse Central School District which has an enrollment of approximately 8,500 pupils in 2020. The inventory of places of worship in the vicinity of the park is largely unchanged since the 2013 FGEIS was prepared. At least one new church affiliated building, the Upstate New York District Church of the Nazarene, has been built immediately east of the intersection of NYS Route 31 and Burnet Road. The Church uses this location as its main offices for the Nazarene District.

Updated estimates of the potential demands for electric, gas and water supplies, and estimates of sanitary waste volumes have been developed based on the types of industry OCIDA is seeking to attract to the proposed expanded Park:

- Power – up to 500 megavolt-amperes (MVA)
- Water – 5 million gallons per day (MGD)
- Wastewater – 4 MGD
- Natural Gas – up to 7000 meters cubed per hour (m^3/hr)

OCIDA anticipates that these capacities are adequate to accommodate high technology industries including, but not limited to, semiconductor and semiconductor manufacturing.

Correspondence from National Grid (March 18, 2021, see Appendix C) indicated the existing transmission infrastructure can presently provide up to 540 MVA to the Park, and up to 1,200 MVA is possible in the long term. The estimated Project demand of 500 MVA is within the levels that National Grid has indicated can be provided. No mitigation would be required. No mitigation would be required for fiber optic and phone service which typically expand to meet local demands.

Correspondence from National Grid (March 18, 2021, see Appendix C) indicated that with the extension of the gas main from Gas Regulator Station #147 to the Project site, up to 750 dekatherms per hour (dth/hr) can presently be provided to the Project site with projected future availability of 1,000 dth/hr. The estimated demand of 7,000 m^3/hr, equivalent to 245 dth/hr, for potential Park users is within the levels that National Grid has indicated can be provided. No mitigation would be required.

Two routes have been considered to connect the Park to the Gas Regulator Station, a proposed route and an alternative route. See Figure 3.4-1. The location of the proposed route lies within previously disturbed public and utility rights-of-way over much of the length of the proposed route. The alternative route makes use of public rights-of-way for the entire length of the route, but is longer than the proposed route.

Permanent and temporary easements would be required along either route. Installation of new gas mains will involve temporary construction impacts along the route. Impacts may include ambient noise, soil

disturbance, and interruption of traffic at construction access points. These temporary impacts will be mitigated through proper construction and best management practices. Trenching, boring and horizontal directional drilling will be utilized to minimize disruption of traffic during construction and to minimize impacts to any wetlands that may be delineated along the route of the proposed gas line. Best management construction practices will be used, including, soil and erosion control and stormwater management. Disturbed areas will be re-graded and reseeded to pre-construction conditions.

Since the proposed route is shorter than the alternative route, construction along the proposed route would result in fewer impacts and it is therefore preferred as the proposed route over the alternative route.

According to April 29, 2021 correspondence from OCWEP, the capacity for up to 4.0 MGD is currently available at the Oak Orchard WWTP. The estimated sanitary sewer discharges from potential development of the expanded Park of 4.0 MGD are within the levels that OCWEP has indicated they can accommodate. No mitigation is required. Further OCWEP had previously commenced the design of the conveyance infrastructure to serve lands within the surrounding district and future development areas. OCWEP estimates that conveyance infrastructure will be available within 24 months.

Industrial wastewater pre-treatment may be required on-site by the OCWEP prior to discharge to the Oak Orchard WWTP, if the wastewater strength from the expanded Park exceeds the limits established for discharge to the municipal sanitary sewer system.

The conveyance infrastructure to support developments in the surrounding district including the Park will consist of six-inch and 12-inch diameter PVC force mains. These lines will be located along Caughdenoy Road and in the existing 99-foot wide Metropolitan Water Board easement that parallels NYS Route 31, and the County's easement that contains the Davis Road Force Main and the Clay – Cicero Force Main to the Oak Orchard WWTP. Installation of new sewer lines will require temporary construction from existing rights-of-way in the area. These temporary impacts will be mitigated through proper construction and best management practices.

Since the majority of the proposed sewer route follows existing MWB and OCWEP easements, the need to procure permanent easements along this route is practically non-existent. However, temporary construction easements required for the installation of bored crossings may be required and to the extent permanent easements are required they will be acquired by OCWEP by negotiated purchase or pursuant to the EDPL. The use of borings under roads and the CSX rail line will minimize disruption of traffic and the need for reconstruction and resurfacing of roadways. Temporary traffic detours may be needed at road crossings.

Trenching will be used through upland areas along the MWB and OCWEP rights-of-way. Most upland areas along the rights-of-way are active cropland or vacant farm fields consisting of shrubs. Best management construction practices will be used in these areas including soil and erosion control and stormwater management. Disturbed areas will be re-graded and reseeded to pre-construction conditions.

Wetland mapping shows that federal and state wetlands are potentially present in certain parts of the proposed routes of the utility improvements. Should field surveys verify regulated wetlands are present

during the course of preparation for utility line construction, the proposed force mains and gas line will be installed through wetland areas using horizontal directional drilling (HDD) methods to avoid adverse impacts.

Public water service is available from adjacent water lines to the Park. According to correspondence from OCWA (March 19, 2021, see Appendix C) indicates that 3,700 gpm at 20-psi is available for the Park. OCWA indicates the current availability for the Park is 1 MGD. OCWA has plans in place that would allow a supply of 5 MGD within 180 days, and potential to provide 11 MGD at an 18 month to two-year horizon. The expanded Park's estimated water demand of 5 MGD is within the levels OCWA has indicated it can provide, and would not adversely impact the availability or capacity of the local public water supply in the surrounding area. No mitigation would be required.

Future tenants of the Park are expected to provide security and basic emergency preparedness programs for their own facilities. New York State and federal regulatory agencies, such as the EPA, have specific requirements for managing hazardous materials which may be stored on site. Tenants will be required to adhere to all such regulatory requirements. As appropriate based on their industry, tenants of the Park will be expected to have emergency response plans that outline procedures to be undertaken to deal with fire, spills, injuries, etc. Emergency response plans will be reviewed by local officials to ensure that public service providers are properly prepared and equipped in the event they are needed to support tenant security personnel. Tenants are expected to provide on-site water storage for fire suppression and emergency operations. The specifications for fire suppression systems are stipulated in national building and fire codes. The plans for fire suppression and control systems are reviewed and approved by local emergency officials. With the noted life safety, security and emergency response provisions required of future Park tenants, development of the expanded Park is not anticipated to create a burden on the provision of police, fire, and emergency services. No mitigation is required at this time.

Development of the Park will not result in the loss of public open space. The extensive regional opportunities for outdoor recreation will easily accommodate the potential increase in population that is brought to the area by employment opportunities in the Park. Potential development of the expanded Park is not anticipated to create adverse impacts on community parks and/or recreation facilities. No mitigation is required.

It is assumed that the future employment opportunities at the Park could bring up to 4,000 new households to the area. New households and primary school students would likely be distributed throughout the Syracuse MSA. The North Syracuse Central School District enrollment would be expected to increase approximately 1.6% (136 additional students to the current district student population of 8,500 pupils). This increase in the student population is not anticipated to place an undue burden or create adverse impacts on local schools and educational services. No mitigation is required.

OCIDA intends to acquire the property on which the Upstate New York District Church of the Nazarene is located by negotiated purchase or pursuant to the EDPL and other applicable law. The parcel will become part of the Park and the building will be removed, requiring the Nazarene District office to be relocated. Any community services provided by the church at this location (e.g., counseling, meeting

space, day care programs, and clothing and food distribution, etc.) would be curtailed by development of the Park.

Topography, Geology, & Soils

The topography of the Project Site is generally the same as was detailed in the 2013 FGEIS. The ground is relatively flat to gently sloping, with site elevations ranging from about 380 to 430 feet above mean sea level (amsl). Highest elevations are in the southern portion of the site near NYS Route 31 and the lowest elevations occur in the north part of the site. The site drains to the north towards Youngs Creek, which is a tributary to the Oneida River. Elevation at the expanded Park is most variable along a small ridge located in the central portion of the site. This feature is located approximately 2,000 feet north of NYS Route 31 and generally runs parallel to the road for approximately 3,000 feet. Any potential impacts to topography of the proposed expanded Park would be relatively minor and are consistent with the finding of 2013 FGEIS. No additional mitigation for onsite topographic changes is necessary.

The surficial deposits in the vicinity of the expanded site consist primarily of lacustrine silts and clays deposited in former glacial lakes. These are generally fine-grained and laminated soils. Bedrock beneath the site is mapped as dolostone/limestone, belonging to the Lockport Group. No bedrock outcrops have been noted on the project site. There are no mineral resource extraction areas (gravel pits, mines, quarries, oil/gas wells, etc.) present on the expanded site and the area is seismically stable. Site development will not affect any geologic resources since there are no unique geologic features at the expanded site or in the immediate vicinity. Shallow bedrock is present in some portions of the site and the need for potential blasting during construction and preparation of a blasting plan were discussed in the 2013 FGEIS. No additional mitigation for geologic resources is necessary.

Similar to the park as evaluated in the 2013 FGEIS, the expanded site contains a variety of soils. Based on the physical features of the expanded site, the most likely area for development is west of Burnet Road. In this area, the amount of hydric soils (Cd, FL, and Pb) is approximately 18.7 acres. Hydric soils are characterized by poor drainage. Portions of the expanded site were used for farming in the past. About 40% of the Park soils are considered prime farmland and 9.7% of soils are farmland of statewide importance. Although agriculturally viable soils exist on the site, actual agricultural activity is limited. Most of the expanded site is currently vacant woodlands. Agricultural activities (primarily hayfields) are located at the northern end of Burnet Road. Some cultivated fields also exist in this area. No designated Agricultural Districts exist on the project site and the closest Agricultural District is approximately one-mile northwest (Onondaga County Agricultural Districts, 2019[2]). Although the property currently has only limited agricultural use, future development as a business park/manufacturing site will reduce the availability of suitable agricultural soils. This will result in a small, unavoidable impact. Mitigation for soils was detailed in the 2013 FGEIS and no additional mitigation for onsite soil disturbance is necessary. Offsite utility trench construction will require a NYSDEC SPDES permit for construction. This permit will require that erosion control and site restoration measures be established to mitigate any potential impacts to soil.

[2] New York State Department of Agriculture and Markets. Onondaga County Agricultural Districts (2019).

Water Resources

The Park is relatively flat to gently sloping. Groundwater is expected to flow northward, based upon regional topography and surface water drainage, which is consistent with the Park as it is proposed in the 2013 FGEIS.

The expanded Park is not situated within a primary, principal, or sole source aquifer, although the proposed utility and sewer line routes are partially situated within unconsolidated, confined aquifers. The proposed road improvement to Henry Clay Boulevard is also located within this sand and gravel aquifer.

The Park includes several classified streams, including Youngs Creek and several of its tributaries. The proposed gas line connection crosses Shaver Creek and two of its tributaries. The proposed roadway improvements are not expected to comprise of any stream crossings.

There are no FEMA mapped floodplains or Special Flood Hazard Areas within the Park or within the proposed gas line route. The site lies entirely within FEMA flood zone X, which is an area of minimal flood hazard. The preferred sewer line route, however, does have the potential to fall within a mapped FEMA floodplain. Some of the roadway improvements also have the potential to fall within a mapped FEMA floodplain.

Although the Town of Clay and the Town of Cicero are both designated Municipal Separate Storm Sewer Systems (MS4), the site is not located within either of the designated MS4 boundaries. The MS4 boundaries, however, are immediately south and east of the site. As part of the SPDES Construction GP and SWPPP, which is an anticipated requirement of Park development, a MS4 SWPPP Acceptance Form from the Town of Clay and/or Town of Cicero may be required, depending on the off-site locations of the stormwater discharges.

Construction and operational activities at the Park are not expected to have any significant impact to either groundwater and surface water quantity or quality. Furthermore, standard best engineering practices will be employed to minimize any changes to existing topography and vegetative cover which will minimize any related impacts to surface drainage and water quality. As such, no additional mitigation for water resources, beyond what was identified in the 2013 FGEIS is necessary.

Air Resources

Onondaga County (including the expanded Park area) remains within attainment status of National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants (*i.e.,* ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead). The NAAQS are levels of pollutants in the ambient air that have been determined to be protective of human health, including the health of sensitive subpopulations such as children, the elderly, and those with chronic respiratory problems; in addition, they are developed to protect public welfare, including damage to property and structures, visibility, vegetation, animal species, and other concerns.

Meteorological conditions for the Syracuse and Central New York region have not materially changed since the 2013 FGEIS. As part of any air permit application submitted to the NYSDEC for development

of the Park, meteorological conditions will be considered. The closest National Weather Service (NWS) station to the Park that has the appropriate available data for purposes of an air permit application is the Syracuse NWS station, which is located approximately 9 kilometers to the Southeast of the Park.

There is a broad international scientific consensus that human activity-generated greenhouse gas (GHG) emissions are increasing the concentration of GHGs in the atmosphere and leading to global climate change. While the contribution to climate change of a single project is very small, the combined GHG emissions from all human activity contributes to global climate change. Regulations and policies have been, and continue to be, implemented to address GHG emissions at global, national, regional, state and local levels. Statutes, policies and regulations that are pertinent to potential development in the Park include New York State's Climate Leadership and Community Protection Act ("CLCPA") and regulations under the Clean Air Act. The CLCPA amended the Public Service Law to require the Public Service Commission ("PSC" or "Commission") to establish a program to meet a target of seventy percent of statewide electrical generation from renewable sources by 2030, and a target of zero GHG emissions for statewide electrical demand by 2040. The regulations and programs to be implemented by NYSDEC and the Commission in accordance with the CLCPA are to be conducted in a manner that minimizes costs and maximizes benefits.

NYSDEC recently adopted 6 NYCRR Part 496, which limits statewide GHG emissions in 2030 and 2050 as a percentage of 1990 emissions, per the requirements of the CLCPA. Part 496 limits statewide GHG emissions in 2030 to 245.87 million metric tons of CO_{2e}, and 61.47 tons in 2050. Part 496 also includes the 20-year global warming potentials for GHGs that are not CO_2. The rule applies to all emission sources in New York State, but does not itself impose compliance obligations. The Part 496 statewide emission limits will serve as the baseline for the promulgation of future NYSDEC CLCPA regulations for attainment of the 2030 and 2050 limits. NYSDEC also finalized its Establishing a Value of Carbon Guidelines for Use by State Agencies guidance on December 30, 2020, which is for use by State agencies to monetize benefits/costs of actions that impact GHG emissions based on societal impacts incurred as a result of climate change. CLCPA also requires all state agencies to consider whether its decision to issue permit(s) is inconsistent with or will interfere with the attainment of the statewide GHG emission limits established in ECL Article 75. Where such decisions are deemed to be inconsistent with or will interfere with the attainment of the statewide GHG limits, the agency must provide a detailed statement of justification as to why such limits/criteria may not be met and identify alternatives or GHG mitigation measures to be required where the project is located.

Air quality conditions are influenced by stationary sources and mobile sources of air pollutants. Since 2013, no significant existing stationary sources of air emissions were identified in the vicinity of the Park. The nearest facilities with an air permit are the Buckeye Terminal in Brewerton (approximately 3.3 miles north) and Barrett Paving Materials in Phoenix (approximately 5.5 miles west). Mobile source emissions are a function of traffic volume and intersection levels of service (LOS). Mobile sources include commuter and truck traffic on NYS Route 31, residential traffic on Caughdenoy Road and other local roads, and occasional emissions from train traffic along the CSX rail line adjacent to the site.

Air emissions resulting from potential development of the proposed expanded Park may be associated with mobile and stationary sources, including transportation vehicles and manufacturing processes, respectively. Potential sources of emissions may be related to manufacturing support systems, heating and cooling, storage tanks, wastewater treatment, and site utilities such as boilers, chillers and back-up generators. Semiconductor manufacturing makes use of processes that require specific chemicals, heat and clean water.

Based on the representative GHG emission estimates for a generic semiconductor manufacturing operation, GHG emissions from the expanded Park could include the following:

- Direct GHG emissions associated with natural gas and fuel oil combustion in boilers, thermal incinerators and other miscellaneous natural gas-fired sources
- Carbon dioxide emissions from the oxidation of volatile organic compounds (VOCs) from the expected use of liquid chemicals
- Specialty gases used in the manufacturing process, including fluorinated and chlorinated GHGs.
- Indirect (upstream) GHG emissions from the import of natural gas and fuel oil

Potential direct annual GHG emissions at the expanded Park could range from 150,000 metric tons carbon dioxide equivalent (MTCO2e) to 350,000 MTCO2e. Approximately 10-15% of these GHG emissions are expected to result from the use of specialty gases including nitrogen trifluoride and sulfur hexafluoride, which have 20-year global warming potentials (GWP) of 12,800 and 16,300, respectively. Indirect (upstream) potential annual GHG emissions from the import of fossil fuels could range from 150,000 MTCO2e to 250,000 MTCO2e. For purposes of minimizing GHG emissions, future tenants will be encouraged to promote green infrastructure and energy efficiency (Section 9.0) and, to the extent feasible, use renewable forms of energy to power operations.

As noted in the 2013 FGEIS, all future industrial development will be subject to applicable air emission permitting under NYSDEC. Such an application will be required to be submitted to NYSDEC who will, in turn, review the application in accordance with all applicable state and federal laws, and impose appropriate permit conditions. NYSDEC will also undertake a review of the potential development's GHG emissions under the CLCPA. Facilities locating within the Park will have to meet air emission permit requirements designed to meet the NAAQS and comply with all applicable regulatory requirements. NYSDEC will impose, as appropriate, permit conditions to implement emission control equipment and other operating parameter and conditions, which any prospective tenant will be required to abide by. In addition to the permitting requirements, mitigation for air pollutant emissions include material handling protocols and industrial good housekeeping practices.

The boilers, incinerator and diesel generators that will be operated at the facility will be new. For the purpose of promoting efficient operation and reducing the potential for excess GHG emissions, these sources will be operated in accordance with the manufacturer's instructions. Boiler maintenance and testing will also be conducted in accordance with the manufacturer's instructions. Dual-fired boilers will be operated such that fuel oil will be used as backup and only when natural gas is not available. Some specialty gases that will be used in processes at the facility will have built-in point of use (POU)

abatement devices which are integral to the processes. POU waste streams are conveyed to the central house scrubbers for further reduction.

With respect to mobile emissions, road and intersection improvements adjacent to the Project site will provide for smoother traffic flow and reduced delays along access roads to the Park. Movement of goods and materials for use by rail will help reduce the amount of truck traffic to and from the Project site. Combined these efforts are expected to generally reduce air emissions associated with potential future development of the Park, including GHG emissions.

Construction-related air quality impacts will be temporary, and mitigation will be implemented to control fugitive dust problems by sweeping and wetting down road surfaces and laydown areas used by haul vehicles. In addition, existing vegetative buffer areas will be maintained to the greatest extent practicable on-site to reduce wind-blown dust. Maintaining vegetated buffer areas and re-vegetating disturbed areas as soon as practicable along the periphery of the Park and internally alongside wetlands and other surface features will help control stormwater runoff and fugitive dust from moving off-site. Erosion and sediment control practices for sediment and dust will be implemented on-site and along utility routes being utilized for the installation of utilities.

Odor

Odors can result from emission of organic and inorganic compounds. Different compounds produce different odors and have unique detection and recognition thresholds. Without proper mitigation, the potential exists for odors to occur. As noted in the discussion of air impacts and mitigation, facilities manufacturing semiconductors utilize a variety of controls to reduce the concentration of pollutant emissions.

Ecological Resources

Due to the proposed Park expansion, additional mapped wetland areas were identified that were not previously discussed in the 2013 FGEIS. The Park now includes mapped NYSDEC wetland BRE-11, as well as additional mapped NWI wetlands, including NWI wetland classification codes PSS1/EM5C, PUBFH, PFO1C, R5UBH, PUBHx, and PEM5E. These mapped wetland areas are primarily situated on the far eastern and northern portions of the Park. Although NWI mapping indicates the potential presence of federal wetlands regulated by the U.S. Army Corps of Engineers (USACE), the USACE does not publish official wetland maps. These mapped wetlands, including those shown outside of the NYSDEC-mapped boundaries, would also be subject to the recently revised definition of regulated waters under the 2020 federal Navigable Waters Protection Rule, which is narrower in scope and has resulted in an overall lessening of what is considered regulated waters (including federal wetlands) as compared to previous rules and definitions. The definition excludes from the definition of "waters of the United States," non-adjacent wetlands that do not directly abut or have regular surface water overflow/inundation from intermittent or perennial streams, including wetlands that are adjacent to ephemeral streams, ditches, and prior converted cropland. As such, the extent of regulated wetland areas may be less than shown on the wetland mapping, including those wetland areas discussed in the 2013 FGEIS. Field reconnaissance, and

if necessary, delineation, based on a conceptual plan for a specific development, will confirm the regulated status of wetland areas potentially impacted, if any.

Land cover types within the expanded Park are mostly consistent with the smaller footprint. Based on review of the NLCD Land Cover data, more than three-fourths of the expanded Park is made up of upland cover types. These communities represent approximately 1,003 acres, up from the approximately 276 acres identified in the 2013 FGEIS, which is approximately 80% of the expanded footprint.

As in 2013, there are no critical environmental areas or significant natural communities within or in the vicinity of the project area.

Based on the wildlife species previously observed on the site, potential development at the expanded Park has potential to affect common wildlife species and their associated habitats, although no substantial critical habitat loss is anticipated.

USFWS and NYSDEC/NYNHP identified the following federal- and state-listed threatened and endangered species as having the potential to be impacted by the Project: Sedge wren; Eastern massasauga; and Indiana bat. However, based on the available resources reviewed, there are no threatened and endangered animal species identified by the NYSDEC/NYNHP and USFWS known to inhabit or frequent the Project site. Further confirmation of the absence of these species and habitat at the park would be determined through site reconnaissance once a specific development for the Park is proposed.

Ecological resources, such as wetlands and wildlife habitat would be avoided and minimized to the maximum extent practicable through careful site planning and design. Mitigation is not anticipated if wetland areas are avoided. If a specific development design cannot entirely avoid regulated wetland areas, the Park includes ample space onsite for mitigation wetlands to replace any lost wetland benefits, if necessary.

As there are no anticipated impacts to rare, threatened, or endangered wildlife species or communities, specific mitigation is not required.

Future site development activities, including utility line construction and roadway improvements, however, will be monitored for any occurrence of the identified potential threatened, endangered, or species of special concern, including the Sedge wren, Eastern massasauga, Indiana bat, Osprey, and Sharp-shinned hawk to ensure that construction activities will avoid any direct harm to these listed species. Additional coordination with NYSDEC will also be made prior to the commencement of development activities for concurrence and further guidance, as wildlife/habitat survey(s) may be required (i.e., a grassland breeding bird survey).

Cultural & Archeological Resources

The proposed Park expansion contains approximately 1,250± acres of land, much of which was historically used for agriculture. Most of the land is presently cleared, while some is overgrown, and a portion has been used for the Clay-Teall Transmission Line. Burnet Road bisects the property and is lined

on both sides with an assortment of historic-aged buildings, including residential dwellings and agricultural buildings.

A Phase I Archaeological Survey Report was conducted for the 340± acre Park footprint in 2014 which resulted in a "No Effect" finding on historic properties listed or eligible for listing in the National Register of Historic Places. In response to OCIDA's lead agency notification letter for the SGEIS, NYSDEC provided that the statewide inventory of archaeological resources records, maintained by the New York State Museum and the New York Office of Parks, Recreation and Historic Preservation, and the expanded Park is not located within a previously designated archeological sensitive area.

Per the New York State Cultural Resource Information System (NYS CRIS), 13 previously identified above-ground historic resources are located within the expanded Park area. Two of these resources are located on the north side of NYS Route 31 and the remaining 11 resources are located along Burnet Road. Seventeen additional previously evaluated resources are located within the immediate vicinity of the expanded Park. Of the 30 previously identified resources, one resource has been determined eligible for listing in the National Register of Historic Places (NRHP) by the New York State Historic Preservation Office (NY SHPO) and 20 have been determined ineligible. The eligibility status of the remaining 9 resources is undetermined.

Residential and agricultural properties constructed prior to 1972 meet the age requirement for consideration for listing in the NRHP. Based on a review of historic aerial photographs, approximately 26 structures which have not been previously evaluated for NRHP eligibility are in the vicinity of the expanded Park and associated utility and roadway corridors. One property on Caughdenoy Road, two on NYS Route 31, and approximately eight properties on Burnet Road contain buildings which appear to have been constructed prior to 1895. Based on historic aerial photographs, most of the remaining historic-age properties appear to have been constructed between 1956 and 1972. The proposed underground utility corridors are primarily located within existing rights-of-way and their construction is not likely to impact above-ground historic resources in the vicinity of the proposed routes.

According to NYS CRIS, the expanded Park is not located within an archaeologically sensitive zone. Small portions of the utility corridors map overlap with archaeologically sensitive zones near previously identified historic-period archaeological sites, but the utility corridors are primarily within previously disturbed areas and rights-of-way.

SHPO is an involved agency and OCIDA will follow the recommendations of SHPO with regard to any further evaluation of cultural and archeological resources within the expanded Park. Should any work be required by SHPO, it will be completed by qualified professionals.

Visual Environment & Aesthetic Resources

The Park is presently undeveloped and generally consists of a mix of large upland areas of open field (former agricultural land), shrub and woodland areas interspersed with wet areas. Topography in the area is generally flat to gently sloping. In general, the predominance of vegetation surrounding the site and the relative lack of development contributes to the area's rural character. This character is influenced by

former farmsteads, scattered housing along Burnet Road, accessory structures (garages, sheds) and some small business and industrial uses primarily along Caughdenoy Road and NYS Route 31. National Grid's Clay electrical substation west of the OCIDA site and the transmission towers and high voltage power lines that spread outward from the substation into and across the northern one-third of the site are dominant elements in the local visual environment. The existing CSX rail line also contributes to the somewhat industrial nature of the area. A cell tower located north of NYS Route 31 near the site's southeastern corner as seen above also influences local views near the site. The relative lack of significant development in the immediate vicinity of the Park, especially views from NYS Route 31 and points east, west, and south of the Route 31 corridor creates the sense of a rural area both during daytime and nighttime periods. Nighttime lighting is generated by existing residential and small businesses as well as by vehicular traffic on local roads. The area does not possess the more suburban characteristics of developed areas located one-half mile or more to the east, west, and south where residential and commercial development has been occurring in recent years.

Distant views of the Park are very limited due to existing stands of woodland and shrub vegetation. The area lacks elevated viewpoints from which the Project can be seen. Most views are therefore highly localized and in general well within one to two miles or less from areas surrounding the Project site. Views of the Park are most significant from Caughdenoy Road and to the east across open fields and farmlands and former farmlands along Burnet Road.

In late 2000, Integrated Site, Landscape Architect, P.C., a consulting firm, conducted a view shed analysis of the Park to determine the potential visual impact of a semiconductor manufacturing plant considered for the Park at that time. Elements of that study and its conclusions remain valid and are discussed in Appendix D.

Due to the expansion of the Park, and the issuance of the 2019 New York State Department of Environmental Conservation's Program Policy DEP-00-2 "Assessing and Mitigating Visual and Aesthetic Impacts", an updated Visual Impact Assessment was performed to supplement the original. The updated assessment included a review of previously identified sensitive receptors, identification of new receptors as defined by the 2019 NYS Policy, assessment of views from those locations, and identification of mitigation strategies for potentially impacted locations. The 2019 policy focuses on resources of National, State, and local significance that are open to the public.

The updated Visual Impact Assessment identified a total of 52 sensitive receptor locations that could potentially be impacted by development of the Park. Of those 52 locations, 34 were identified in the previous assessment and 18 were additional locations identified within a 5-mile radius of the Park.

Sites determined to have partial or open views to the site will be further assessed as the site development plans are advanced. The developers will work with the county and local agencies during the site development process to identify the best strategies to mitigate any potential visual impacts from the proposed development. Each site will be individually reviewed based upon the site development plans to determine the type and extent of the visual impacts, and to reach consensus on the most appropriate site-specific methods of mitigating those impacts. Based upon the criteria identified in the 2019 NYSDEC Policy, no significant adverse visual impacts to identified public resources are anticipated.

Best management practices implemented during design and construction of the Park will mitigate several visual impacts that could occur with potential industrial development of the Park. More site-specific measures that can be implemented include construction and placement of earthen berms, native plant material, forested buffers, context sensitivity, camouflage/disguise, low profile and consolidation, efficient directional lighting, landscaped site entrances and curved access roads, and integrating mitigation efforts with other site design considerations such as stormwater management areas, safety and security features, fencing, berms, screening walls, building placement, landscaping, etc. No significant adverse visual impacts are anticipated.

Lighting

The Project site is predominantly undeveloped, therefore, there is very little light being generated from the site. Light generating sources in the area consist primarily of residences and the cell tower located onsite along NYS Route 31 which has two red warning lights mounted approximately at the mid-point of the tower. These are visible within a quarter mile approaching the tower in both directions. This lighting type, color, and intensity is typically dictated by FAA standards for obstruction marking and lighting. The cell tower will require relocation to an area outside the Park boundary, however, given the relatively close proximity to the Syracuse Hancock International Airport, the new cell tower may require similar lighting.

Any facilities potentially established in the Park will require exterior lighting in the form of roadway, parking lot, and building exterior lighting, to provide adequate safety and security for the employees and visitors to the site. The goal of the site lighting plans will be to provide the necessary light levels for safety and security onsite, while avoiding or minimizing glare, reducing light trespass, and reducing skyglow. The lighting design for the site will seek to use Dark Sky friendly lighting fixtures. The lighting design for the approach roadways (NYS Route 31 and Caughdenoy Road) and interior roadways on the site will follow the Illuminating Engineering Society (IES) Recommended Practices for lighting of exterior environments (RP-33-99) and for parking lots (RP-20) to avoid or minimize glare and trespass lighting. The lighting design for the roadways and parking lots will direct light downward using techniques such as cutoff fixtures and shielding. These techniques have proven to be effective in minimizing glare and trespass light that may be detrimental to humans, plants, and animal species surrounding the developed areas of the site and its approach roads. The proposed roadway improvements outside the site will be designed with standard roadway lighting complying with the current NYSDOT HDM Chapter 12 and the NYSDOT Policy on Highway Lighting for highway lighting. Prior to installation of new highway lighting, the locality must agree to be responsible for the operation and maintenance of the new fixture. The luminaire selection for the roadways will be specified according to the IES. The lighting equipment will be selected based on the locality preferences and standards specified in the NYSDOT HDM. Lighting solutions that may create spillover or glare on offsite resources will not be considered for lighting of the roadways.

The site is within five miles of the of the Syracuse Hancock International Airport. This falls within the limits of requirements for obstruction lighting of any onsite structure 200 feet tall or greater. (USDOT FAA Advisory Circular AC70/7460-1M dated 11/16/2020). The development of the site has established a maximum height of 160 feet for any structures built on the site. This would indicate that there will be no

requirements for Obstruction lighting on the site. Further coordination with the Syracuse Hancock International Airport and the FAA during site design will be required to confirm that no structures erected on the site will require Obstruction Lighting.

Noise

The noise impact analysis included impacts from construction and operational activities associated with the proposed expansion of the Park, and also impacts from anticipated roadway improvements. Existing noise in the proposed expanded Park area is generated mostly by vehicular traffic on NYS Route 31 and adjacent roads. Occasional freight trains traveling along the existing CSX rail line near the site, including train signal horns at the existing Caughdenoy Road grade crossing, contribute to the sound environment. Other noise sources in the area include occasional activities such as use of farm tractors and lawn mowing equipment, and wildlife sources typical of a local residential environment. Observed average daytime ambient sound levels in the vicinity of the Park range from 48.0 dB(A) to 73.5 dB(A), with corresponding nighttime ambient sound levels presumed to range from 41.0 dB(A) to 62.9 dB(A).

Receptors potentially sensitive to noise in the project area are generally single- and multi-family residential homes along Caughdenoy Road, NYS Route 31, Verplank Road, and surrounding roadways. Highly sensitive receptors such as schools, libraries, hospitals, and parklands do not exist near the Park, although two local parks are located to the west and southeast along NYS Route 31.

Based on a potential development and a conceptual footprint over the prime developable area, a noise impact assessment finds that:

- Operation of the Park is not anticipated to increase sound levels above current daytime levels at surrounding property lines or sensitive receptors.
- Operation of the Park may increase sound levels above current nighttime levels at surrounding property lines or sensitive receptors by up to 4.4 decibels. Per NYSDEC guidance, sound level increases of this magnitude are considered “unnoticed to tolerable,” and present the potential for adverse impacts only in cases of the most sensitive receptors
- Temporary and intermittent construction activities at nearby receptor property lines has the potential to increase sound levels by more than 10 decibels.

Site layout, operations schedules, natural buffers, vegetative screening, and earthen berms or engineered sound barriers can be employed to mitigate potential noise impacts. At a minimum, the following mitigation measures will be incorporated into the various phases of site development to reduce potential noise impacts.

- Community accessible information including construction schedules will be prepared by project tenants and made available at suitable locations (door-to-door, websites, town offices) to notify neighbors of upcoming work. A complaint resolution process will be implemented and monitored by the tenant and/or OCIDA during construction.
- All construction equipment will be maintained with properly functioning noise reduction muffler systems per manufacturer’s specifications as part of construction contracts and contractor responsibilities.

- Earth-moving equipment will be restricted from "tail gate banging" during sensitive times of the day (early morning and late evening) and when operating near residential receptors.
- Building construction near adjacent residential receptors will consider phasing opportunities and scheduling work to reduce potential noise impacts by erecting buildings, berms, stockpiling materials, structure placement, etc. to interrupt sight lines and therefore reduce noise levels being generated in the direction of sensitive receptors as construction advances on-site.
- Haul roads, access drives, materials storage areas, staging areas, etc. will be placed as far from sensitive receptors and internal to central portions of the site to the greatest extent practicable.
- Limiting construction to normal daylight hours to the greatest extent practicable. If nighttime construction is required, consideration will need to be given to use of variable level audible back-up alarms on heavy equipment, and/or use of strobe lights or other OSHA approved safety devices.
- Establish a project hotline (website and phone numbers) so residents can be kept informed of the status of project construction and obtain information for forwarding on complaints relative to construction activity due to noise, dust, work hours, etc.

Human Health

Human health considerations address potentially sensitive receptors in proximity to a project. The proposed expansion of the Park is within 1,500 feet of the recently built Cottages at Garden Grove Nursing home. This facility is approximately 200 feet east of the eastern site boundary. Grace Evangelical Covenant Church is also located just south of the site along NYS Route 31. The church, which has after-school programs for children, is located just west of Burnet Road and about 2,500 feet west of a possible NYS Route 31 entrance to the expanded Park.

Due to the anticipated construction and operations of the expanded Park, there could be activities that cause some degree of change to the physical aspects of the surrounding area, including the potential for increased traffic, air emissions and noise. These changes have the potential to cause small to moderate impacts to the human health of surrounding residents including the sensitive receptors identified above.

Minimization and mitigation for temporary impacts during construction activities include restrictions on site access, hours of construction activity, delivery of equipment and materials to the site, measures to control dust from disturbed soil, best management practices for temporary fuel storage, and flagging/traffic control measures to protect all modes of travel within any construction area or public right-of-way. During future operations, general impact minimization and mitigation measures will require that the future site tenants obtain all necessary local, state, and federal permits, demonstrating that they are developing and operating the site in accordance with all regulatory requirements and laws. Mitigation measures for potential impacts related to traffic, air quality and noise will include improvements in intersection designs, implementation of air emission control devices, compliance with air emission limits, and use of vegetative/earthen noise barriers between new facilities and neighboring properties.

Cumulative Impacts

It is anticipated that the expansion of the Park and future development of the Park for industrial semiconductor manufacturing will induce similar cumulative impacts and effects to the area as were identified in the 2013 FGEIS. It remains possible that the expanded Park could be a catalyst to additional industrial and business development in this area. Particularly, the area to the west of the Park along Caughdenoy Road that is already zoned for industrial uses (I-2). The addition of the sewer line to and through this area further adds to the attractiveness to develop this area for industrial or business use.

There are several new developments in various stages of approval and review by the Town of Clay Planning Board. The two most relevant developments are a 60-unit senior housing complex along Brewerton Road east of the Park, which was recently approved by the Town of Clay Planning Board for construction. There is also a mixed use Planned Development District (PDD) on the corner of NYS Route 31 and Henry Clay Boulevard that will soon be presented to the Town of Clay Planning Board for approval. If approved, this new PDD will include approximately 100 ± apartments and some mixed-use retail units on the bottom floors towards the front of the parcel. It is not anticipated that the construction of either of these potential developments would create cumulative impacts if constructed concurrently with the development of the Park.

The development of the expanded Park or any surrounding areas that develop as a result of development at the Park could create positive cumulative impacts and economic spin-off. This could include an increase in employment opportunities, increases in local discretionary spending providing additional sales tax revenues to State and local governments, demand for new goods and services support businesses, and further diversify the tax base of the Town of Clay.

The installation of sewer force main along NYS Route 31/Caughdenoy Road intersection and northward along Caughdenoy Road paired with the various intersection improvements along NYS Route 31 will likely make this area attractive to industrial and business uses as well. Added industrial and business uses would increase traffic along NYS Route 31 and Caughdenoy Road. The additional traffic on NYS Route 31 could impact levels of service at several intersections and require improvements at a quicker pace than presently expected as discussed in Chapter 4 Section 4.3.

Potential new growth and economic expansion could create some adverse cumulative impacts. Changes in surrounding land use could put additional demand on sewer capacity and wastewater treatment at the Oak Orchard WWTP and may require upgrades to capacity at the plant to support future growth in the area. The conversion of undeveloped land to other uses will cause a loss of vegetation and wildlife habitat. Encroachment and impacts to features including but not limited to wetlands and floodplains may occur. Changes in visual character from relatively undeveloped land to increased densities may also result. Depending on the nature and extent of development, there may be increased demand on municipal services for fire, police and emergency services. There may also be increased demand on housing, schools and local utilities. The mitigation of these potential impacts will need to be determined as new development projects are introduced and will need to be coordinated at that time with the Town of Clay and possibly other entities and Involved Agencies.

Road improvements, the provision of infrastructure, particularly expanded sanitary sewer capacity at the Oak Orchard Wastewater Treatment Plant, and the potential cost implications for increased municipal services in anticipation of further development of the area would require local, State and federal funding. The establishment and implementation of policies at the Town and County level will be required to manage land use and infrastructure development along and especially north of the NYS Route 31 corridor to control the potential for adverse effects of additional development in the area. These policies may be established through the *Town of Clay Northern Land Use Study* and/or the Onondaga County Comprehensive Plan update. Implementation could also be accomplished through Town zoning and County Section 239 project reviews.

Unavoidable Adverse Impacts

Many of the unavoidable adverse impacts that are likely to result from the expansion of the Park remain similar to those anticipated during the 2013 FGEIS. The difference is the geographic extent given the proposed Park expansion, which could result in greater impacts but also allow for additional buffers to avoid, minimize, and mitigate certain impacts (e.g., ecological, noise, etc.). The unavoidable impacts include the following.

Construction Impacts

It is expected that the expansion of the Park and subsequent construction activities during the development of the Park will generate some temporary impacts as an unavoidable consequence of the development of the Park. These impacts and their intensity will vary throughout the phase one development of the Park. Impacts are likely to include an increase in truck traffic on nearby roads, primarily NYS Route 31 and Caughdenoy Road as construction workers and materials are transported to and from the Project site.

As identified in the 2013 FGEIS, heavy machinery and construction equipment will be used throughout construction. As a result, noise levels will increase in surrounding areas during construction activity. Limiting the placement and storage of equipment and materials as far as possible from residences surrounding the Park will help to mitigate the increase in noise levels. Construction activities will also be limited to normal daytime hours whenever possible consistent with the Town of Clay Noise Ordinance requirements to minimize impacts to nearby residents.

Excavation and the transport of materials have the potential to create fugitive dust from unpaved surfaces depending on wind direction and drying conditions. Dust will be controlled by sweeping adjacent roads to the Project site and watering access roads on site as needed. In addition, in compliance with State water quality and stormwater management regulations future development will require a complete detailed Erosion and Sediment Control and Stormwater Pollution Prevention Plan prior to any construction. These plans will be developed by future project tenants in compliance with all local, State and federal regulations. Contractors working on site will also be required to follow best management construction practices to reduce the potential for soil erosion, dust, noise, traffic and other construction impacts.

Traffic

An increase in traffic will result from construction and development of the expanded Park. Traffic is also projected to increase from other developments occurring in the area and will change the existing levels of service at certain intersections along NYS Route 31. Therefore, roadway improvements along NYS Route 31 are proposed based on existing and future traffic volumes. Regardless of development at the Park, transportation improvements will be required along NYS Route 31 as other development occurs over time.

Air Quality and Noise

Future industrial use at the expanded Park will result in increased traffic, including employee vehicles, trucks, and the possible use of rail. This will increase noise and air emissions from the Park area. There will also be an increased use of energy, water and wastewater treatment resulting from development, but the exact degree of increase is unknown at this time. The use of natural gas for process heat demands and thermal oxidizers for the destruction of volatile organic compounds will generate combustion related air pollutants. The use of chemicals in manufacturing processes will generate non-combustion air pollutants. Emission control equipment will be utilized to reduce the emission rates and overall volume of released pollutants.

Ecology

Areas of open field cover type within the Park will be developed. It is anticipated additional upland shrubland and woodland habitat areas will also be affected. Impacts to state and federal jurisdictional wetlands will be avoided to the maximum extent practicable, but to the extent a specific development project cannot entirely avoid or minimize impacts to wetlands, associated habitat areas may also be impacted by development of the Park. This is consistent with the findings of the 2013 FGEIS. Much of the Park will maintain its natural habitats as areas set aside from development. Some areas on site that may experience temporary disturbance from construction activities could return to vegetated locations (i.e., stormwater management areas, landscaping, and visual buffers). As such, suitable wildlife habitat will be present in the Park in areas avoided by development or that are restored following construction.

Visual Character

Similar to the analysis in the 2013 FGEIS, the development of the expanded Park site will alter the visual character, which currently consists of single family rural residential plots, undeveloped rural open space comprised of former farm fields, and shrub and woodland. The future development at the expanded Park will instead include industrial buildings, parking areas, support facilities, and internal roads. It is anticipated that during the development at the expanded Park the wetlands within the Park will remain undeveloped.

Visual changes resulting from construction and development are unavoidable. Measures to reduce the effects of visual changes include the placement of additional vegetative buffers and landscaped berms at key locations around the site, particularly along the western and southern periphery of the site to screen views and mitigate noise.

The need for specific visual mitigation measures will be determined once tenants are known and the degree of potential visual impact is determined. Building placement, the use of attractive building materials and structural design features and landscaping will be encouraged by OCIDA to enhance the appearance of buildings and grounds. Appropriate lighting fixtures and other site design features will be determined in coordination with the Town of Clay's site plan review process.

Displacement of Existing Property Owners

In order for Project objectives to be achieved, OCIDA must increase the size of the Park to make it more attractive to potential future tenants, specifically tenants in the semiconductor industry. The proposed expanded Park footprint requires that OCIDA acquire certain residences along Caughdenoy Road, NYS Route 31 and approximately 3 dozen residences along Burnet Road. These residential properties have been acquired or will be acquired by OCIDA through negotiated purchase agreements or pursuant to the EDPL and existing owners will need to relocate. OCIDA must also acquire the property on which the existing telecommunication tower is located.

The properties along NYS Route 31 and Burnet Road represent a significant portion of the expanded Park's prime developable area and are therefore a necessary component of the Project. Existing structures and improvements will ultimately be demolished and/or removed in furtherance of the potential future development of the Park. Demolition activities will be conducted in accordance with Town of Clay requirements, and all debris will be disposed of at authorized off site facilities in accordance with applicable regulations. The telecommunications tower will need to be disassembled and relocated. The acquisition and removal of the residences along Burnet Road allows for the expansion of the Park footprint to accommodate large-scale campus like development for tenants and will enable maximum use of setbacks and buffers between the prime developable area of the Park and the nearest land uses to the east along and off of Brewerton Road in the Town of Cicero.

While the removal of the aforementioned residences and tower are unavoidable, owners will receive fair market value for their properties, thus enabling them to relocate within the Town of Clay or elsewhere. OCIDA will also pay the seller's normal transaction costs of updating the title and survey, recording fees, transfer taxes and other similar expenses in connection with the transfer of these properties as well as the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem charges and other similar charges. In the event it is necessary to acquire any such properties pursuant to the EDPL, as condemnor, the Agency will offer just compensation based on the fair market value determined by its highest approved appraisal, and the respective property owners will have the right to challenge the amount of such just compensation under EDPL Article 5. The Agency will also pay, upon acquisition, any costs associated with recording fees, transfer taxes, penalties incurred by the condemnee for prepayment of any preexisting recorded mortgage entered into in good faith encumbering the property, and the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem taxes and other similar charges.

Growth-Inducing Impacts

The growth-inducing impacts that are likely to result from the expansion of the Park remain similar to those anticipated during the 2013 FGEIS.

Population Growth

It remains reasonable to expect that the development of the expanded Park will result in some direct and secondary growth impacts to the surrounding community. Direct impacts will result from the development of the Park itself. Secondary impacts such as industrial-related support businesses or other commercial businesses being established near the Park are also possible.

Direct impacts will include job creation both on a temporary basis during construction and long-term employment once buildings and ancillary facilities are completed and become operational. It is anticipated that construction of a campus for large semiconductor industrial tenant will occur over the course of a year or more.

Most job opportunities created during construction will be filled by the local labor pool. However, it is anticipated that the development of the expanded Park will bring approximately 4,000 full-time high paying jobs to Onondaga County. The potential exists for many of these new jobs to be filled by people that are not currently living within the Syracuse Metropolitan Area, meaning that there could be a proportional increase in the number of households as well as the need for new housing.

It is estimated that the North Syracuse Central School District enrollment would increase by approximately 1.6%. This increase in school population is not anticipated to place an undue burden on local schools and educational facilities, mainly due to the recent decline in the Syracuse Metropolitan Area population and resulting decline in the student aged population.

Infrastructure-Induced Growth

The development of the expanded Park will necessitate the construction of new infrastructure. The most important infrastructure improvements that are needed to support the proposed development include the traffic mitigation improvements described in Section 4.1.10, the installation of sewer force mains being designed to support the greater Oak Orchard District and a gas line as described in Chapter 3 and 4, Sections 3.4.1 and 4.4.1, respectively.

Utility connections on-site will not result in substantial growth-inducing impacts since its effects will be in support of on-site uses, but these new utilities could encourage some new growth along their conveyance routes. The availability of public sewer has the potential to foster additional development in this portion of the Town of Clay, which remains relatively undeveloped at the present time. The ability to tap into the force mains is subject to State, County and Town of Clay review and approvals. As such development will be managed by these entities and by the available capacity of wastewater treatment at the Oak Orchard Treatment Plant. Formation of a new sewer district to serve the Clay Business Park could help manage growth in the area. The County can service up to 4 million gallons per day (MGD) at Oak Orchard for the Park.

Transportation improvements along the NYS Route 31 corridor could also accelerate and accommodate increased development activity. Traffic improvements will be required along NYS Route 31 as development occurs. Traffic mitigation improvements proposed to support the expanded Park are not likely to induce further growth alone without other improvements along the corridor.

Development in the vicinity of the expanded Park could take several different forms at varying scales and densities depending on real estate market conditions and trends when new sewers come online. It is expected that future development in the vicinity of the Park will be in accordance with the Town of Clay Zoning Code and any related regulations or requirements in effect at the time. Under current zoning, this could translate into additional industrial development west of Caughdenoy Road and along NYS Route 31.

Development of residential uses could also occur in the vicinity of the Park as the result of sewer availability. Residential uses, perhaps as new residential subdivisions along NYS Route 31 south and east of the Project site may occur in areas presently zoned as RA-100.

All new development that occurs off-site will be subject to Town of Clay zoning requirements and site plan review. Such projects will also be subject to an environmental review under SEQRA conducted by the Town and/or other Involved Agencies at the time a specific project is proposed. Potential adverse environmental impacts will be identified, evaluated, and subject to project-specific mitigation measures on a case-by-case basis as part of the SEQRA review process.

Irreversible and Irretrievable Commitment of Resources

Similar to the 2013 FGEIS, it is anticipated that the expansion of the Park and subsequent development of the Park will require similar commitments of various types of community resources by OCIDA, Onondaga County and other entities including the private sector as investment and development of the Park progresses.

The irreversible commitment of physical resources will include the conversion of approximately 4.0 million square feet of the expanded Park to building footprint and additional support facilities in support of industrial semiconductor uses. There will also be 50± acres of parking (which may include parking garages), loading areas, access and internal circulation roads at the expanded Park.

As evaluated in the 2013 FGEIS, the prime developable area of the Park generally consists of fields, shrubland, and some woodland areas. Residential properties may now be part of the prime developable area given the proposed expanded footprint of the Park along Burnet Road. Also similar to the 2013 FGEIS, areas that are likely to remain mainly undeveloped generally consist of wooded upland, wetlands and NYSDEC wetland buffer areas.

As analyzed in the 2013 FGEIS, development of the Park will require soil disturbance as well as the loss of vegetation and wildlife habitats. However, the goal will be to avoid wetlands and mature habitats to the maximum extent practicable by focusing development in the prime developable area. Topsoil will be stockpiled for use on-site for landscaping, whenever possible. Trees removed for development will be

considered for sale as timber and other vegetation cleared from the Project site will be recycled as mulch and landscaping, when practicable. The only difference from 2013 may be the amount of soil disturbance and trees impacts from development given the proposed expansion and greater Park acreage.

Development will include the commitment and consumption of building and construction materials including concrete, asphalt, steel, lumber, plastics and other raw materials and finished products. Development will require the consumption of water, electricity, fuel (gas and diesel), oil and other petroleum products. Additional materials and energy resources will be consumed by tenants for industrial processes. The provision of utilities for water, sewer, electrical, natural gas, and telecommunications will be required throughout construction and operation of facilities. The use of materials and goods are expected to be met by the region's supply. Nevertheless, as in 2013, this represents an irreversible and irretrievable commitment of these resources that will not be available for other uses.

The proposed Action will also require public and private services, including, but not limited to, solid waste disposal, police, fire and emergency services, as expected with any large-scale development and as detailed in the 2013 FGEIS. Commitment of these resources is an anticipated outcome of an industrial park's development.

Effect on the Use and Conservation of Energy Resources

Commitment and indication of adequate capacity from National Grid to support the expanded White Pine Commerce Park with Natural Gas and Electric utility service was received. The expanded Project Site is capable of supporting a mix of industrial and/or commercial use facilities located in a campus-like setting. The facilities will consume natural gas and electricity as a result of normal operations.

It is anticipated that approximately 25 acres of the site could be used for a potential electrical substation and gas regulator station to support the energy needs of the expanded project site. This space has potential to be a central energy facility intended for energy distribution to the campus facilities and buildings while minimizing the quantity of equipment needed and maximizing energy efficiency.

The expanded Park may employ up to 4,000 employees and operate up to 4 million square feet of facilities. Potential facilities include the following use types:

- manufacturing/fabrication/assembly space
- laboratory, research and development (R&D) space
- logistics, warehousing, and/or shipping & receiving space
- office and administration space
- manufacturing support facilities, outdoor utility spaces, maintenance areas, waste facilities, and service/storage yards
- on-site energy generation or electrical substation space
- wastewater treatment systems or pump stations
- paved area for parking (which may include parking garages), loading, internal road circulation and/or shipping/receiving areas

Although the objective of expanded Park is to develop the site for the semiconductor and manufacturing industry, the actual demand for energy can vary greatly according to the types of industries and businesses eventually located in the Park.

US Energy Information Administration's (EIA) 2018 Manufacturing Energy Consumption Survey identified that manufacturing facilities, on average, consume 95.1 kilowatt-hours (kWh) of electricity and 536,500 British thermal units (Btu) of natural gas per square foot annually. This average can increase or decrease significantly depending on the facility use type, manufactured product, and manufacturing process.

Buildings and uses designed for the expanded Park will be constructed utilizing equipment and systems in compliance with energy conservation and building code standards as set forth by New York State Construction Codes. New York State has several codes and NYS programs related to their building energy code. These include the State Energy Conservation Construction Code (SECCC), the NYS Executive Order No. 111, and The New York Energy Smart Program.

The SECCC determines the minimum energy conservation requirements for new buildings including heating and ventilating, lighting, water heating, and power usage for appliances and building systems. Specific design requirements are related to the climate zone the building is located (Onondaga County, Zone 5A). Low energy and equipment buildings are exempt from the building thermal envelope provisions.

The NYS Executive Order No. 111 provides the guidelines for energy use and environmental issues for New York State buildings and vehicles. While this Executive Order would not apply to Private Industry, it represents an Energy Conservation Model recognized within the state that can be referenced by private industry. Some of the goals are to increase the availability of renewable energy sources and premium efficiency products, reducing peak summer energy demand and creating a less oil dependent economy. For new construction equal to or greater than 20,000 gross square feet, the building must achieve at least a 20% improvement in energy efficiency performance, meet the criteria for a U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) rating, and comply with the New York State Green Building Tax Credit requirements.

The following incentives are available to industry within NYS with a clear intent to promote and reward the use of energy efficient systems and policies. Several are available to industry located within Onondaga County and are promoted and coordinated by OCIDA. It is in the best interest of any industry locating at the expanded Park to be as energy efficient as possible to control operating costs as well as contribute to achievement of NYS initiatives and energy objectives. New facilities systems are expected to be designed to be highly energy efficient using the latest technologies in energy use and conservation which represent the most cost effective and responsible approach for the industry.

OCIDA coordinates incentive packages for businesses through the New York State Energy Research and Development Authority (NYSERDA) commercial/industrial programs. These programs provide energy efficiency services for new construction, industrial facilities and vehicle fleets. NYSERDA services

include new renewable, clean energy and energy efficient product manufacturing incentives and services designed to promote greater transportation, lighting and HVAC efficiencies.

Energy Star is a voluntary partnership program of the U.S. Environmental Protection Agency (EPA). Its primary purpose is to help U.S. industry improve its competitiveness through increased energy efficiency and reduced environmental impact. Through Energy Star, the U.S. EPA encourages strong and strategic corporate energy management programs and provides energy management tools and strategies to assist companies implement such programs. There are several methods for designers, contractors, and building managers to be recognized by the EPA. The most notable is the Energy Star Building Certification which requires the building to meet strict energy performance standards set by EPA. These standards include energy performance indicators (EPIs) to calculate energy intensity and to score the facility on a 1-100 scale. A score of 75 or above is required for certification, but certification is not available for all building types and for all sectors of industry. For a building in the design phase, there is the Designed to Earn Energy Star Recognition, which signifies that the operating energy use of the building is designed to be in the top 25 percent as compared to similar buildings throughout the U.S. Industrial and manufacturing facilities that are not part of EPA's Industries of Focus are eligible to participate and receive Energy Star's Challenge for Industry Recognition which is designed to help energy managers and industrial sites improve energy performance and set goals. Industrial sites participate by committing to the pre-established goal of improving energy performance by 10 percent within 5 years or less.

Currently, semiconductor manufacturing, including, but not limited to wafer fabrication and processing, is not eligible for an Energy Star Building Certification, but can be recognized through both the Designed to Earn Energy Star Recognition and Challenge for Industry Recognition. These programs offer advanced tools to assist manufacturers in assessing and tracking energy use and prescribing energy management and improvement initiatives with goals of energy reduction. Achievement of set energy reduction and environmental improvement goals results in receiving recognition.

Unstable energy markets, increasing competition, and global regulation of greenhouse gas emissions are currently causing many U.S. manufacturers to implement energy management as a viable opportunity. A reduction in production cost can be achieved without negatively affecting the yield and quality of products by effectively reducing energy consumption and costs. This goal can often be met through investments in energy efficiency, which can include the implementation of plant-wide energy-efficiency practices and the purchase of energy-efficient technologies. These technologies can often offer additional benefits, such as quality improvement, increased production, and increased process efficiency.

OCIDA promotes State and Federal incentives to encourage users to develop the Park with energy systems that are both energy efficient and environmentally friendly. This can be accomplished through the planning, design and construction of facilities that are consistent with Leadership in Energy and Environmental Design (LEED) certification standards. Standards include energy efficient heating, ventilation and air conditioning (HVAC) systems, and day-lighting of interior spaces.

Solid Waste Management

As a result of the proposed Park expansion, there is a potential for increased generation of solid and hazardous wastes, which represents a change from what was considered in the 2013 FGEIS. The impact will not be significant in terms of total service area and capacity. It is anticipated that local haulers will provide adequate services to the Park, as is currently being provided to other businesses and industrial users in the County. No additional mitigation is necessary since potential impacts due to solid waste generation are minimal.

OCIDA will work with any future tenants to develop a solid waste management program that includes recycling and reuse of materials. Management and disposal of solid waste will be consistent with the goals established by the Onondaga County Resource Recovery Agency (OCRRA) in its September 2016 Solid Waste Management Plan Update. It is anticipated that a Project site developer will institute measures to reduce solid waste generation, reuse materials (where possible), and institute recycling measures. These "best-management" practices are cost-effective alternatives to offsite disposal.

Transportation and disposal of non-hazardous solid waste will be coordinated with a licensed solid waste hauling firm. It is anticipated that material will primarily be taken to OCRRA's Waste to Energy Facility in Jamesville or an approved transfer station. OCRRA also has contingency plans for disposal of waste, if necessary, at facilities such as Seneca Meadows Landfill (Seneca County) or High Acres Landfill (Monroe County). Future development and operations within the Park will be required to comply with Chapter 194 of the Town's Solid Waste Code.

Manufacturing activities at the expanded Park could include the use and storage of petroleum, compressed specialty gases, and chemicals such as paints, solvents, chlorine, corrosive materials, and materials contaminated with metals. Specialty gases that may be used or generated by a prospective tenant could include nitrogen, nitrogen trifluoride, oxygen, carbon dioxide, silane, nitrous oxide, helium, and argon. Various types of hazardous waste may be produced as a result of the potential manufacturing activities that could take place at the expanded site. It is possible that up to approximately 60,000 tons of hazardous waste could be generated per year. Hazardous waste could be in solid, liquid or gaseous forms and is considered hazardous because of its physical characteristics or the process that generated the waste. Potential waste streams may include solvent wastes, isopropyl alcohol, acids, hydrogen fluoride, ethylene glycol, chlorine, wastewater sludge, metal slurries, and metal plating wastes. Hazardous waste that is generated, treated, and stored is controlled by permits and regulations administered by NYSDEC and USEPA, under the Resource Conservation and Recovery Act (RCRA). Off-site disposal of hazardous waste would be coordinated with a licensed hazardous waste hauler and one or more permitted treatment/disposal facilities. Permitted facilities in New York State that accept hazardous waste include Chemical Waste Management - Model City (Niagara County) and Durez Corporation (Niagara County). Alternatively, hazardous waste may be transported out-of-state using private vendors.

Various types of hazardous materials may be produced a result of the potential manufacturing activities that could take place at the proposed expanded Park Generation of waste products has the potential to create a small to moderate impact if not handled properly and in accordance with State and Federal regulations. However, any such impacts will be mitigated through the use of engineering controls, staff

training, best-management practices, and regulatory compliance with State/Federal permits, laws and regulations will be instituted.

1.0 INTRODUCTION AND PROJECT DESCRIPTION

1.1 Project Background

1.1.1 Project Description

The Onondaga County Industrial Development Agency (OCIDA) proposes to expand its existing White Pine Commerce Park ("Park"), formerly known as the Clay Business Park. The Park is located northeast of the intersection of NYS Route 31 and CR 49 (Caughdenoy Road) in the Town of Clay, Onondaga County, New York. It was created to be capable of supporting a mix of industrial and/or commercial uses with related office space, advanced state-of-the-art research, large- or small-scale manufacturing, assembly, warehousing, data management, material processing and distribution facilities in a campus-like setting.

OCIDA has devoted substantial time and effort into determining the highest and best use of the Park, with a particular focus on site attributes that will bring high-tech facilities and high paying jobs to Onondaga County. More recently OCIDA has focused its efforts on the semiconductor industry. These efforts have been unsuccessful to date as it has become apparent that a larger geographic footprint is necessary in order to support this type of industry and the associated investment required by the tenant(s).

OCIDA, as Project Sponsor, proposes to expand the Park to approximately 1,250± acres (the "Project" or "Action"). OCIDA currently owns approximately 648± acres, has another 282± acres under contract, and would acquire approximately 320± additional acres. The acreage to be acquired are parcels contiguous to the current Park, and are generally located along Route 31, and along the east and west sides of Burnet Road. OCIDA would acquire the additional parcels through purchase agreements with existing landowners or, if necessary, pursuant to the Eminent Domain Procedure Law ("EDPL"), to avoid fragmented parcels that would hinder future development.

1.1.2 Project Overview and History

In 1991, OCIDA and the Syracuse Chamber of Commerce commissioned an Industrial Park Feasibility Study to identify potential candidate sites for locating industrial businesses in Onondaga County. The feasibility study identified two primary candidate locations for large-scale industrial uses, one in the Town of Lysander north of NYS Route 31 and one in the Town of Clay along NYS Route 31 and Caughdenoy Road. The Lysander site was considered less suitable of the two sites due in part to the presence of substantial wetlands and hydric soil conditions. The Clay site was therefore chosen by OCIDA as the more feasible location for development.

OCIDA acquired seven properties that comprised the then-existing approximately 340± acre Park site along Caughdenoy Road. OCIDA then completed an environmental review under the State Environmental Quality Review Act ("SEQRA") of the Park and any adjoining routes, rights-of-way and areas needed to support the project at that time, including existing and proposed infrastructure and improvements. This review culminated in preparation of a Final Generic Environmental Impact Statement (2013 FGEIS) and OCIDA's issuance of a Findings Statement that concluded that the creation and

potential future development of the then existing approximately 340± acre Park avoided or minimized adverse environmental impacts to the maximum extent practicable, and incorporated mitigation measures that were considered practicable.

OCIDA thereafter invested considerable resources in marketing the Park for development. Certain prospective tenants expressed interest in the approximate 340± acre Park over the years but the relatively small size of the current Park was seen as a limiting factor by some. As a result, the Park remains undeveloped. Nevertheless, the Park has many favorable characteristics, including, but not limited to, its proximity to critical utilities and infrastructure, which makes it a very suitable location for large-scale tenants.

This Draft Supplemental Generic Environmental Impact Statement (Draft SGEIS) has been prepared consistent with SEQRA (Article 8 of the Environmental Conservation Law Part 617 of Title 6 of the New York Code of Rules and Regulations). In New York State, most projects of this nature and activities proposed by a state agency or unit of local government, and all discretionary approvals and permits from a state agency or unit of local government, require an environmental impact assessment of a proposed action before such action may be approved, undertaken or funded. SEQRA requires the sponsoring or approving governmental body, in this case OCIDA, acting as SEQRA Lead Agency, to identify, evaluate, and mitigate, to the maximum extent practicable, significant environmental impacts associated with the proposed action. For SEQRA purposes, the term "Project site" used in this document is defined as any location where project facilities and infrastructure will or might be constructed. The Project site includes an expanded Park consisting of approximately 1250± acres and any adjoining routes, rights-of-way and areas needed to support the Project or Project-related mitigation, including existing or proposed infrastructure and improvements. "Off-site" is defined as any portion of the study areas being assessed for potential impacts that are not on or encompassed by the Project site. Because OCIDA previously prepared the 2013 FGEIS for the Park, this Draft SGEIS evaluates the expanded development footprint of the Park and other changes in circumstances that have the potential to result in any new, previously undisclosed, or unevaluated significant adverse impacts.

1.1.3 Project Purpose and Need

The Project purpose is to expand the Park to enable OCIDA to market the Park to a larger, more diverse mix of potential industrial and commercial developers by making the Project site more attractive to a broader scope of industries, particularly the semiconductor industry, and bringing high tech and high paying jobs to Onondaga County.

This Draft SGEIS identifies, evaluates and addresses various impact thresholds, permit criteria and mitigation measures anticipated for the expanded Park, including those attributes associated with large-scale semiconductor industrial development. By addressing these issues in a Generic EIS format, the SEQRA process will define a set of threshold conditions or criteria under which potential future actions and development will be undertaken or approved, including any subsequent SEQRA compliance requirements.

1.1.4 Project Location and Setting

The Park is located at the northeastern corner of the intersection of NYS Route 31 and Caughdenoy Road in the Town of Clay, Onondaga County, NY (see Figure 1.1-1). The Park is approximately 7 miles north of the City of Syracuse.

The Park is accessible from major nearby interstates. This includes Interstate 81 (I-81) via Exit 30 at NYS Route 31 in Cicero, approximately 2.2 miles east of the Project site. The I-81/I-481/NYS Route 481 interchange is four miles southeast of the project. The NYS Route 481/NYS Route 31 interchange is approximately 3.5 miles west of the Park. The New York State Thruway (I-90) is about 6.5 miles south of the Park. Syracuse Hancock International Airport is about 5 miles south of the Park located along the I-81 corridor.

The Park is located in the eastern portion of the Town of Clay, adjacent to the Town of Clay/Town of Cicero boundary. The Town of Clay is a northern suburb of the City of Syracuse. Clay is the largest town in Onondaga County occupying approximately 48 square miles with a 2019 Census population of 59,250 people. The population of the Town has remained largely unchanged over the past two decades decreasing 0.84% since 1990. The area surrounding the Park is sparsely populated with relatively low-density residential development mostly along Caughdenoy Road and Verplank Road west of the Park, Mud Mill Road north of the Park and Burnet Road within and near the eastern boundary of the Park. I-81 is located a little more than one mile to the east of the site.

Residential and commercial development in northern suburbs of Onondaga County is likely to continue, according to the most recent studies conducted by the Town of Clay, the Syracuse-Onondaga County Planning Agency (SOCPA), and the Syracuse Metropolitan Transportation Council (SMTC). These studies include a corridor study conducted in 2010 by the SMTC titled *Clay-Cicero Route 31 Transportation Study,* the *Town of Clay Northern Land Use Study* prepared in 2013, and the *2010 Development Guide for Onondaga County*. New residential development has occurred south and east of the Park, primarily along the NYS Route 31 corridor in the Town of Cicero. The Town of Cicero had a 2019 population of 30,721 people, a decrease of 2.89% since 2010.

The SOCPA, SMTC, and Town of Clay studies assume future growth in the project area and account for future industrial use of the Park.

1.1.5 Proposed Development

The 2013 FGEIS detailed a preferred development scenario, which anticipated a full build-out of approximately 2.0 to 2.5 million square feet of industrial development and assumed that the Park would be developed in several phases over the course of perhaps 10 to 15 years. Specifically, the 2013 FGEIS considered a full build out scenario of the Park in three development areas. Given the lack of any specific tenant and uncertain timing for development of future phases, this Draft SGEIS considers the potential impacts associated with the development of the Park, including the expanded area, while providing for further evaluation, as necessary, when a conceptual plan for a specific development is available.

The development evaluated in this Draft SGEIS contemplates OCIDA's focus on developing the expanded Park with a tenant or tenants in the semiconductor industry. This may translate into a buildout

encompassing approximately 4.0 million square feet of industrial development at the Park. This would equate to approximately 400 acres of surface disturbance (temporary and permanent) within the Park developed in a campus like setting that would be sited to avoid regulated wetland areas and would limit the height of structures to no more than 160 feet. This anticipated development is expected to bring approximately 4,000 jobs covering three shifts that operate 24/7 year-round.

Based on a review of similar types of facilities being developed in other areas of the country, and given existing site conditions and the Project purpose, the buildout would likely include the following:

- A combined total of approximately 4.0 million square feet (SF) of buildings in a campus like setting made up of the type of uses identified in the 2013 FGEIS (manufacturing, laboratory, R&D, fabrication, warehousing, office, support, utility, waste, service yards, energy, water treatment);
- Approximately 50 acres of paved area for parking (which may include parking garages), loading, internal road circulation and/or shipping/receiving areas;
- Two (2) access roads entering the Project site from NYS Route 31 and Caughdenoy Road;
- Approximately seven miles of new sanitary sewer line from the Oak Orchard WWTP to service the surrounding sewer district, including the Park;
- Approximately four miles of new gas lines to the Park
- Approximately 5,000 linear feet of underground electric lines to the Park
- Areas undeveloped and set aside for greenspace, wetland preservation, conservation, and if necessary, mitigation;
- Additional areas for:
    - Stormwater management
    - Truck scales and security guard stations
    - Fuel storage
    - Employee amenities, trails and open space
    - Landscaping, security fencing, signage, earthen berms and vegetated buffers.

Project development will include site infrastructure consisting of internal roads, drainage culverts, waterlines, sewer and wastewater systems, electric, natural gas, stormwater management systems, lighting, landscaped areas, earthen berms and areas maintained as undeveloped natural buffers. It is anticipated that areas owned by OCIDA that are north of existing New York Power Authority (NYPA) and National Grid transmission lines will not be developed to avoid actual or potential wetland areas. Upland areas alongside these wetlands may be suitable as possible wetland mitigation areas, if necessary, for potential impacts that cannot be avoided or minimized by a future specific development, which is not covered by this Draft SGEIS.

The development of the Park will occur south of the National Grid/NYPA transmission lines and avoid most of the eastern portion of the Project site due to the likely existence of wetlands and wetland buffer areas. This area includes approximately 732± total acres of prime developable land within the Park. See Figure 1.1-2. This area has been identified as the prime developable area due to the anticipated absence of wetland features, the generally flat topography, and the access to the surrounding transportation network and potential access points along NYS Route 31 and Caughdenoy Road. The prime developable area within the Project site is also positioned away from the overhead transmission lines, which run across the northern portion of the Project site. The proposed gas line and sewer connection would also tie

directly into this portion of the Project site with limited, if any, impacts to wetlands or other natural features anticipated.

1.2 Changes in Circumstances

1.2.1 Expanded Scope of Potential Uses

The 2013 FGEIS envisioned a Park that would accommodate a mix of industrial uses which could include office, research, manufacturing, assembly, warehousing and distribution facilities in a campus environment. It similarly noted OCIDA's intent to market the Park "for various types of uses possibly including advanced manufacturing, material processing, product assembly, warehouse and distribution, research and development, and data management to facilitate the creation of high-paying employment opportunities in Onondaga County." (FGEIS Section 1.2).

OCIDA now seeks to market the Project to a larger, more diverse mix of potential industrial and commercial developers by making the Project site more attractive to a broader scope of industries. The expanded Park will be capable of supporting a mix of industrial and/or commercial uses with related office space, advanced state-of-the-art research, large- or small-scale manufacturing, assembly, warehousing, data management, material processing and distribution facilities in a campus-like setting. As such, OCIDA intends to market the Project site in a more targeted manner to the semiconductor industry.

1.2.2 Expanded Footprint

In 2013, the Park consisted of seven contiguous parcels covering a total area of approximately 340± acres of land and under the control of OCIDA (see FGEIS Fig. 1.4-1). At that time, the Park consisted of large undeveloped areas of former farmland, vacant fields, shrubland and woodlands, all of which are in various stages of natural succession. The northern portion of the Park included several areas of mapped wetlands and small drainages that drain northward under existing NYPA and National Grid electric transmission lines towards Youngs Creek, a non-navigable stream located north of the Park. These transmission line rights-of-way cross the northern one-third of OCIDA Park in an east-west direction perpendicular to Caughdenoy Road. The transmission lines originate at the National Grid Clay electrical substation just west of the Project site. An existing CSX rail line crossed the northwestern corner of the Park generally in a northeast/southwest direction. There was an at-grade railroad crossing along Caughdenoy Road adjacent to the Park.

In order to attract targeted development, OCIDA now proposes to expand the footprint of the Park to approximately 1,250± acres. OCIDA currently owns approximately 648± acres, has another 282 acres under contract, and would acquire approximately 320± additional acres. The acreage to be acquired are parcels contiguous to the current Park, and are generally located along NYS Route 31, and along the east and west sides of Burnet Road. OCIDA would acquire the additional parcels through purchase agreements with existing landowners or, if necessary, pursuant to the EDPL, to avoid fragmented parcels that would hinder future development.

1.2.3 Changes in the Surrounding Area

The land use patterns within the vicinity of the Park have not changed substantially since the completion of the 2013 FGEIS, although there has been limited new residential development near the Park. New residential developments near the Park include the Tocco Villaggio Apartments and the residential community of Appaloosa Trail. The Tocco Villaggio Apartments added new residential units as well as expanded residential streets off of NYS Route 31 towards the southeastern corner of the Park. The Appaloosa Trail residential community, located to the west of the Project site near Van Hoesen Road, added several new single-family homes since the 2013 FGEIS.

Additionally, a 60-unit senior housing complex along Brewerton Road east of the Park was recently approved by the Town of Clay Planning Board but has not been constructed. There is a mixed use Planned Development District (PDD) on the corner of NYS Route 31 and Henry Clay Boulevard that will soon be presented to the Town of Clay Planning Board for approval. If approved, this new PDD will include approximately 100± apartments and some mixed-use retail units on the bottom floors towards the front of the parcel. These two new developments demonstrate a continuation of, and no material change to, the land use patterns within vicinity to the Park.

Since the preparation of the 2012 TIS that was part of the 2012 DGEIS and finalized in the 2013 FGEIS, traffic roadway changes include:

- The addition of exclusive eastbound and westbound left turn lanes along NYS Route 31 at Henry Clay Boulevard.
- The unsignalized intersections of NYS Route 31/Caughdenoy Road and NYS Route 31/Legionnaire Drive/Lawton Road were signalized.
- The Caughdenoy Road/NYS Route 31 intersection was also recommended for right and left turn lane additions; however, the current development assumptions have changed with multiple site entrances.

1.2.4 Potential Acquisition of Parcels Pursuant to the EDPL

At the time of the 2013 FGEIS, OCIDA owned the seven parcels that comprised the approximate 340± acre Park. Since that time, OCIDA has acquired additional parcels and will continue to do so. However, it is anticipated that OCIDA may not be able to acquire through voluntary purchase agreements all of the parcels necessary to expand the Park's footprint as contemplated herein. OCIDA, therefore, may need to acquire certain parcels pursuant to the EDPL.

1.2.5 Climate Change

Since the completion of 2013 FGEIS, the Climate Leadership and Community Protection Act (CLCPA) was passed and signed into law in 2019 (Chapter 106 of the Laws of 2019). The CLCPA and Environmental Conservation Law ("ECL") Article 75 require NYSDEC to promulgate regulations to establish a statewide greenhouse gas ("GHG") emissions limit for 2030 that is sixty percent of 1990 GHG emissions, and for 2050 that is fifteen percent of 1990 GHG emissions. The CLCPA also requires the Public Service Commission ("PSC") to establish a program to meet a target of seventy percent of

statewide electrical generation from renewable sources by 2030, and a target of zero GHG emissions for statewide electrical demand by 2040. NYSDEC adopted 6 NYCRR Part 496 on December 30, 2020, which established the statewide GHG emission limits for 2030 and 2050 consistent with ECL Article 75 and the CLCPA. On October 15, 2020, the PSC issued an Order expanding the Clean Energy Standard to increase renewable energy in the state to 70% by 2030. In addition to the regulations, Section 7(2) of the CLCPA requires all state agencies to consider whether the decision to issue permit(s) is inconsistent with or will interfere with the attainment of the ECL Article 75 GHG emission limits.

1.3 Permitting and SEQRA Process

1.3.1 State Environmental Quality Review Act

Pursuant to regulations promulgated under SEQRA, all state, regional, and local government agencies are to consider potential environmental impacts equally with social and economic factors during preliminary stages of proposed development actions. The Lead Agency and other Involved Agencies must assess the environmental significance of all actions they have discretion to approve, fund, or directly undertake.

Under SEQRA, a Generic Environmental Impact Statement (GEIS) can be prepared in place of a more conventional site-specific EIS when a proposed action is at a conceptual stage of development and timing or project design is uncertain, thus making the identification or extent of certain specific impacts impractical. A "generic" EIS is less specific than a conventional EIS and can be based on conceptual information until more detailed information on tenants, uses and site design become known. It is appropriate to conduct an environmental review of the Project as a GEIS because the Project's development scenario offers a reasonable prediction of anticipated development while preserving flexibility to accommodate various industrial uses, buildings and facilities, scales of development and site design.

The SEQRA process provides guidance on the preparation of a GEIS and the coordinated review of subsequent actions. According to 6 NYCRR Part 617.10(c) of SEQRA:

> *"Generic EISs and their findings should set forth specific conditions or criteria under which future actions will be undertaken or approved, including requirements for any subsequent SEQR compliance. This may include thresholds and criteria for supplemental EISs to reflect specific significant impacts, such as site specific impacts, that were not adequately addressed or analyzed in the generic EIS."*

Subsequent chapters of this Draft SGEIS will identify, evaluate and provide information on avoiding, minimizing, and mitigating potential environmental impacts resulting from development of the Park as defined in this document. The Draft SGEIS establishes a set of conditions and thresholds describing the site, project components and environmental impacts potentially associated with the Project site's development. Future development proposals for the Park are expected to be generally consistent with the scale and distribution of facilities as discussed in this Draft SGEIS and with SEQRA Findings that will be prepared subsequent to this Draft SGEIS.

Future actions that fall within the range of impacts evaluated in the Draft SGEIS are not expected to require further SEQRA review. By identifying baseline environmental conditions and certain impact thresholds, the SGEIS process may facilitate development of the project by allowing for quicker approval of future actions associated with development of the Park that are consistent with the SGEIS and SEQRA Findings. If subsequent proposed actions are not addressed or not adequately addressed in the Draft SGEIS and the subsequent actions will not result in any significant environmental impacts, then SEQRA requires only that a Negative Declaration be prepared. In the event that subsequent proposed actions are adequately addressed in the SGEIS, but not adequately addressed in the Findings Statement, an amended Findings Statement will be prepared.

However, if any components associated with future development of the Park do not fall within the set of conditions and criteria defined or anticipated by this Draft SGEIS, another supplement to the Final SGEIS may need to be prepared to further evaluate and identify mitigation of significant adverse environmental impacts associated with specific development proposals that are inconsistent with this SGEIS.

SEQRA requires a supplement to the Final GEIS (a Supplemental EIS) if:

> *"…the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."*

As future development is proposed for the Park, the Lead Agency established at that time under SEQRA for each proposed action will be responsible for evaluating the guidance contained at 6 NYCRR Part 617.10 regarding the need for further SEQRA compliance measures.

1.3.2 Chronology of Previous Environmental Reviews

In 2012, OCIDA undertook an environmental review of the Park. As part of the prior environmental review for the Park, on March 6, 2012, OCIDA established itself as the Lead Agency under SEQRA and assumed the responsibilities for conducting the coordinated environmental review. OCIDA determined that the project was a Type 1 action requiring preparation of an EIS. As specific tenants and uses within the Park were unknown at that time, OCIDA prepared a GEIS to analyze potential environmental impacts of the project. OCIDA coordinated the SEQRA review for the Park with the other involved agencies.

At the time the GEIS was prepared, the Park was envisioned to consist of a mix of industrial uses that may include office, research, manufacturing, assembly, warehousing, data management, material processing and distribution facilities in a campus-like setting. OCIDA intended to develop the Park for advanced manufacturing and state-of-the-art industrial uses to facilitate the creation of high-paying employment opportunities in Onondaga County.

A draft scoping document was prepared and made available for comment. Following a public comment period, OCIDA issued a Final Scoping Document which identified potential impacts and anticipated impacts to be addressed in the GEIS.

A Draft GEIS ("DGEIS") was prepared and accepted as complete on September 20, 2012 and made available for public comment. The DGEIS evaluated the potential impacts of the proposed multi-use industrial park, envisioning a certain setting which included, but was not limited to:

- The Park would encompass a certain footprint, accommodating approximately 2 million sq. ft. of multi-use space without adverse impact.
- The Park would accommodate uses such as manufacturing, research and development, warehousing, assembly, office, distribution facilities, associated parking, and other on-site support buildings and structures.
- The Park would maintain greenspace to protect wetlands and avoid impacts.
- Anticipated installation of underground utilities and infrastructure for on-site use (i.e. gas and electric utilities, water and sewer infrastructure).
- Off-site improvements such as highway and road improvements, wastewater treatment infrastructure improvements, and water supply infrastructure improvements.
- Tenants would obtain site or facility-specific permits, such as air permits and non-sanitary sewer discharge permits, as necessary for facility-specific operations.

A Public Hearing on the DGEIS was held on October 16, 2012, and the public comment period ended on October 29, 2012. Subsequently, a Final GEIS ("FGEIS") was prepared by OCIDA and accepted as complete on September 10, 2013. OCIDA thereafter issued its Findings Statement on October 8, 2013. OCIDA concluded that the action avoided or minimized adverse environmental impacts to the maximum extent practicable, and incorporated mitigation measures that were considered practicable.

1.3.3 Chronology of Current SEQRA Process

OCIDA prepared a Full Environmental Assessment Form ("EAF") for the Project to supplement its prior SEQRA review of the Park. On December 8, 2020, based on an examination of the FEAF, the criteria contained in 6 NYCRR §617.7(c), and its knowledge of the area surrounding the Project site, OCIDA adopted a resolution classifying the Project as a Type I action, declared its intent to act as lead agency for the purpose of conducting a coordinated environmental review, determined that the Project has the potential to result in at least one significant adverse impact, and issued a positive declaration for the Project. Additionally, OCIDA determined that the Project represents a significant change from the Park's current footprint and that there exists other changes in circumstances from those previously evaluated in the 2013 FGEIS. As a result, OCIDA concluded that the preparation of a Supplemental GEIS ("SGEIS") is necessary to adequately identify and evaluate potential significant adverse impacts associated with the Project that are not addressed or are inadequately addressed in the 2013 FGEIS. To that end, OCIDA adopted and issued a Notice of Intent to Serve as Lead Agency and Prepare a Draft SGEIS ("Notice of Intent") for the Project, which was subsequently filed and distributed in accordance with SEQRA.

The Full EAF provided a description of the Project, identified agencies that have potential permitting and approval jurisdiction over the Project, and identified potential environmental impacts. The Project (or

Proposed Action) remains classified as a Type 1 Action for the purposes of this supplemental environmental review because the Project (Part 617.4.(b)(7)).

A copy of the FEAF and the Notice of Intent are found in Appendix A.

OCIDA received concurrence from the Onondaga County Water Authority (OCWA) and from the New York State Department of Environmental Conservation (NYSDEC) for OCIDA to act as the Lead Agency for the purpose of conducting a coordinated environmental review of the Project under SEQRA for the proposed expansion of the Park. All other identified Involved Agencies did not object to OCIDA's lead agency declaration within the statutory time period. A copy of the lead agency correspondence is found in Appendix A.

The list of Involved and Interested Agencies identified for the Project is provided as follows:

- Onondaga County Department of Transportation (OCDOT)
- Onondaga County Department of Health (OCDOH)
- Onondaga County Department of Water Environment Protection (OCDWEP)
- Onondaga County Water Authority
- Onondaga County Industrial Development Agency
- Syracuse Metropolitan Transportation Council (SMTC)
- New York State Department of Transportation (NYSDOT)
- New York State Department of Environmental Conservation (NYSDEC)
- New York State Office of Parks, Recreation and Historic Preservation (NYS OPRHP)
- United States Army Corps of Engineers (USACE)
- United States Fish and Wildlife Service (USFWS)
- Town of Clay Town Board
- Town of Clay
- Town of Clay Zoning Board of Appeals
- Town of Clay Planning Department
- Syracuse Onondaga County Planning Agency
- Town of Cicero

Additional agencies and stakeholder organizations that may participate in the review process include, but are not limited to:

- New York Power Authority
- National Grid
- CSX Rail
- New York Empire State Development

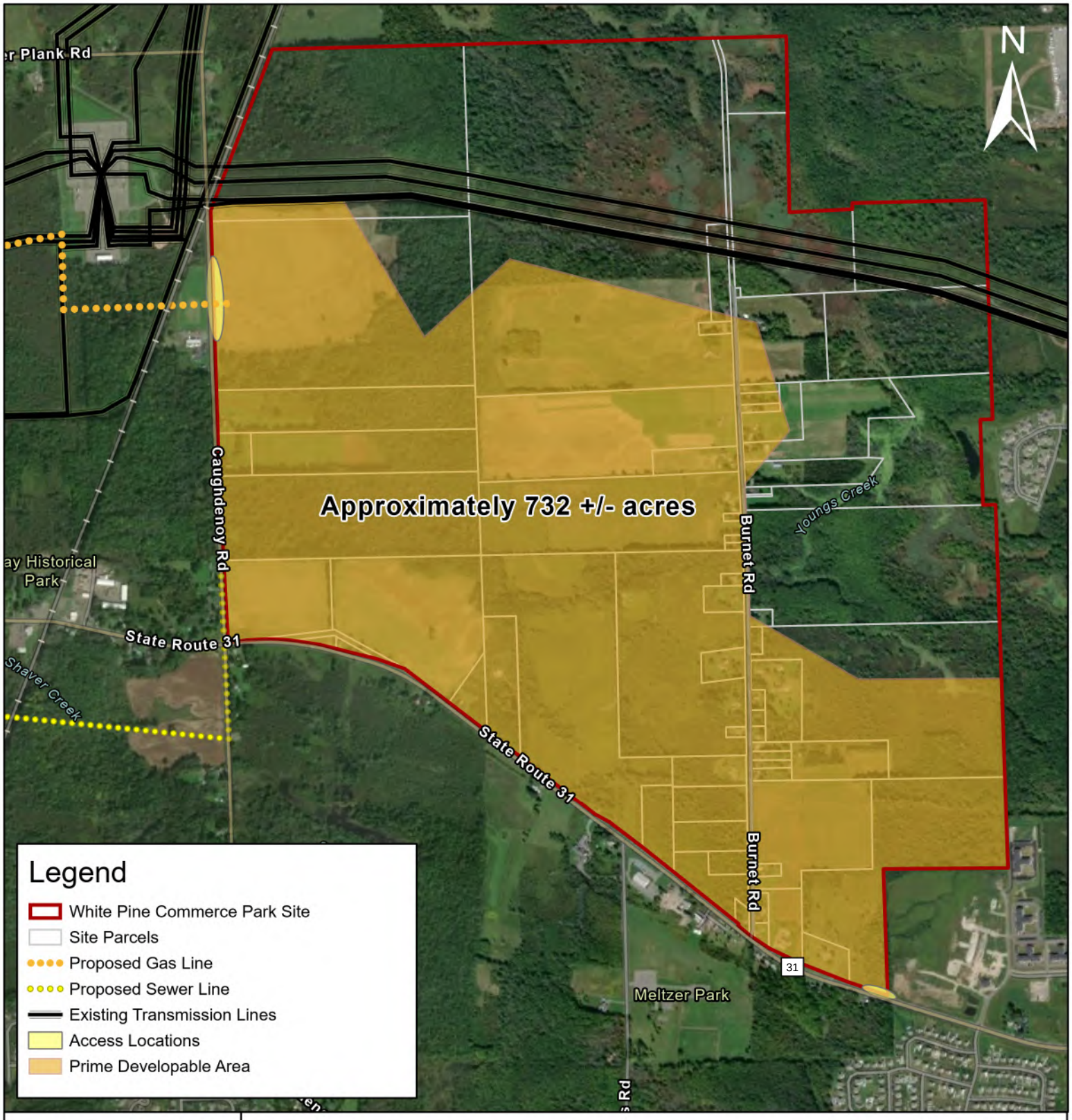
GEIS Preparation

This Draft SGEIS has been prepared in accordance with 6 NYCRR 617.9, as applicable to a supplemental assessment. As such, it presents a focused assessment of potentially significant adverse impacts associated with the Project and changes in circumstances that have occurred since the 2013 FGEIS and Findings Statement. The 2013 FGEIS will be appended by reference.

Required Approvals and Permits

The potential future development of the Project site is anticipated to require specific approvals and permits during various stages of planning, design, and site development. Many permits and approvals to be issued by Involved Agencies, such as highway work permits from State or County DOTs, will be sought after actual site development plans have been prepared and advanced to the point that specific industrial tenant requirements and project components become known. Project reviews, approvals and permits which may be sought from various agencies include, but are not limited to the following:

- NYSDEC Air Permit (type depending on future tenant(s))
- NYSDEC Threatened & Endangered Species
- NYSDEC Freshwater Wetlands
- NYSDEC 401 Water Quality Certification
- U.S.A.C.E. Section 404 (Waters of the United States)
- Discharge to Surface Water (NYSPDES) 6NYCRR Part 750
- General Permit for Stormwater Discharge from Construction Activity SPDES GP-0-10-001
- Multi-Sector General Permit for Stormwater Discharge Associated with Industrial Activity SPDES GP-0-06-002
- NYSDOT Highway Work Permit (I-81 & NYS Route 31)
- Onondaga County Planning Referral GML 239m
- Onondaga County Department of Water Environment Protection Industrial Waste Discharge Permit
- County Highway Department Work Permit
- County Highway Department Curb Cut Approval
- Town of Clay Subdivision Adjustment (Section 230-28F)
- Town of Clay Planned Development District (PDD) / Zone Change
- Town of Clay Site Plan Review & Approval (Section 230-26)
- Town of Clay Industrial Performance Standard Variance (Section 230-17)
- Town of Clay Accessory Special Permit
- Town of Clay Building Permit
- Town of Clay Certificate of Occupancy
- Town of Clay Demolition Permit



Onondaga County, NY

Figure 1.1-2

Prime Developable Area

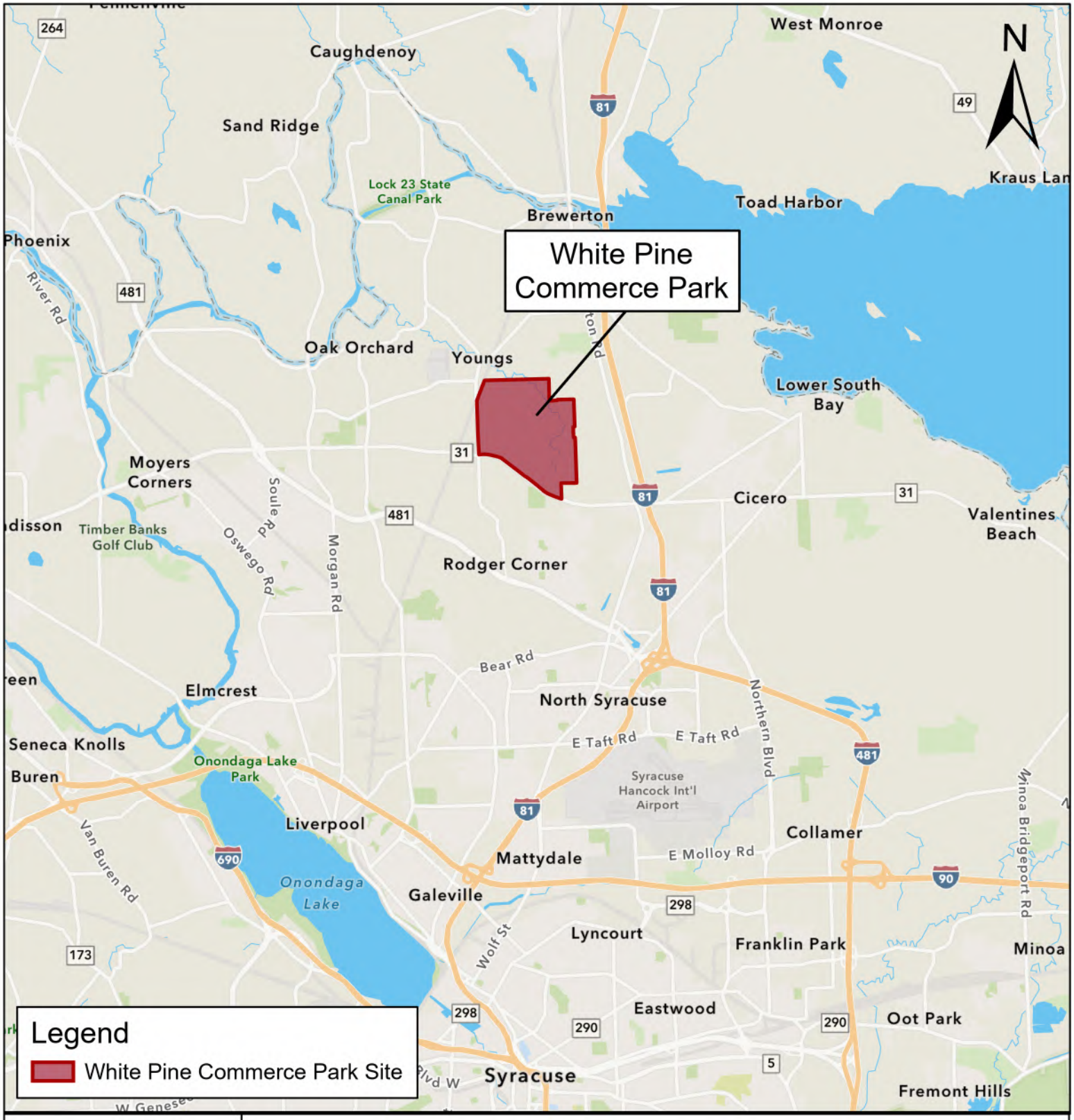
0 0.13 0.25 Miles

Scale: 1 inch = 2.5 miles

White Pine Commerce Park
Onondaga County Industrial Development Agency

Date Printed: 4/26/2021

Data Sources: Onondaga County Parcel Data provided by SOCPA
New York State, Maxar, Esri Community Maps Contributors, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



Onondaga County, NY

Figure 1.1-1

Project Location

White Pine Commerce Park
Onondaga County Industrial Development Agency

0 1 2 Miles

Scale: 1 inch = 2 miles

Date Printed: 4/25/2021

Data Sources:
Esri Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

2.0 ALTERNATIVES

2.1 Background

Several alternatives were fully evaluated in the 2013 FGEIS. This section updates those that have changed and expands upon others as necessary to account for the proposed expansion of the Park. These alternatives include: no action (Alternative 1); considering the Park as it was originally proposed in the 2013 FGEIS (Alternative 2); utilizing a smaller expanded area – less than the approximately 1,250± acres (Alternative 3); and considering a different location to site the Park (Alternative 4).

2.2 Alternative 1: No Action Alternative

2.2.1 Description

The no action alternative would retain the current vacant, undeveloped conditions of the Park.

2.2.2 Comparison of Potential Environmental Impacts from Alternative 1 to the Project

As described in the 2013 FGEIS, the no action alternative would result in the Park remaining open space and potential habitat for common wildlife that is inaccessible and unutilized by the community until it is sold and used for other purposes. This alternative would avoid the potential need to acquire lands pursuant to the EDPL to further expand the lands owned by OCIDA to support future development. See 2013 FGEIS (Draft Section 2.1) for further analysis of this alternative.

2.2.3 Limitations of Alternative 1

As discussed in the 2013 FGEIS (Draft Section 2.1), the no action alternative would adversely affect Onondaga County's ability to remain competitive in attracting large-scale industries to Central New York. The no action alternative would preclude potentially beneficial economic impacts associated with the Project, including an increase in employment opportunities and enhanced tax revenues.

Also, as previously disclosed in the 2013 FGEIS (Draft Section 2.1), current investment in the site may be lost with this alternative, as site conditions change over time. This could decrease the future development potential of the site due to increased costs associated with vegetation clearing and changing drainage characteristics, which may affect the use of additional acreage. The completed technical studies would also be less useful as data and recommendations become increasingly outdated. Alternative 1 would also preclude a comprehensive plan of development that includes measures to avoid and minimize impacts to ecological resources versus potential piecemeal, and uncoordinated separate developments that would not consider the larger area that the Park encompasses.

2.2.4 Conclusion

The no action alternative is not an acceptable alternative to the Project, as it is contrary to OCIDA's mission to facilitate industrial development and job creation in Onondaga County.

2.3 Alternative 2: The Park as Considered in 2013 FGEIS

2.3.1 Description

The Park as it is considered in the 2013 FGEIS alternative would encompass approximately 339+/- acres within the western portion of the current Park area.

2.3.2 Comparison of Potential Environmental Impacts from Alternative 2 to the Project

This alternative would keep the size of the Park to 339+/- acres, which is roughly 911+/- acres smaller than the currently proposed 1,250+/- acre expanded Project site. Although potential environmental impacts would be limited to a smaller area, impacts on certain resources, such as wildlife may potentially be greater, as sectional development could significantly fragment essential wildlife habitat. The main wildlife mitigation for the Park is to retain/maintain existing habitat tracts, and when not feasible, use compensatory mitigation to include creation or enhanced restoration of habitat to account for any habitat loss. With a smaller park size, it would be difficult to achieve both objectives, including on-site compensatory mitigation due to space limitations. This alternative would avoid the potential need to acquire lands pursuant to the EDPL to further expand the lands owned by OCIDA to support future development.

In addition, depending on an actual tenant(s), a smaller sized Park may not reduce certain environmental impacts such as traffic, visual, air and noise. Instead, it could just reduce the size of open greenspace incorporated into any development design and potentially cause greater wetlands disturbance. In contrast, the preferred alternative would allow future tenants additional acreage on-site sufficient to construct necessary buildings and accessory uses while avoiding impacts to ecological resources such as wetlands to the maximum extent practicable.

2.3.3 Limitations of Alternative 2

OCIDA has marketed the existing approximately 339-acre Park since 2013 and determined that the current Park is too small for the type of development it desires to attract to the area and consistent with other industrial park developments in other areas of New York and the country. The smaller, approximate 339-acre footprint would not allow for the potential of larger industrial and commercial developers, such as the semiconductor industry. The proposed expanded footprint of the Park allows OCIDA to market to a larger, more diverse mix of industries than it had previously. The smaller sized park would not support the main objective, which is to attract a broader scope of industries such as the semiconductor industry, which require a large campus setting with greenspace and ample buffering from environmental receptors and would bring high tech and high paying jobs to Onondaga County.

2.3.4 Conclusion

While the Park as it is considered in the 2013 FGEIS alternative would avoid the potential to acquire lands, if necessary, pursuant to the EDPL, it is not a viable option as it would greatly limit the full economic and development potential of the Project site in terms of viable tenants, occupancy and use, and limit options for avoiding and mitigating potential adverse environmental impacts.

2.4 Alternative 3: Smaller Expansion

2.4.1 Alternative 3 Description

The smaller expansion alternative would allow for development on only a portion of the Project site, potentially keeping the remainder of the site in its current state, as vacant, undeveloped land or residential homes, and could reduce, or potentially avoid, the potential need to use the EDPL to acquire lands.

2.4.2 Comparison of Potential Environmental Impacts from Alternative 3 to Project

The smaller expansion alternative would have similar environmental impacts as Alternative 2 (The Park as Considered in the 2013 FGEIS) as well as those described in this Draft SGEIS for the Project. As explained above, the potential for habitat fragmentation on the smaller scale project could potentially cause greater impacts to wildlife. Site development would create additional vehicle traffic in the immediate vicinity and would change the visual character, aesthetics, air and noise quality, vegetation and habitats on-site, regardless of the smaller footprint. It also has the potential to reduce the size of open greenspace incorporated into any development design and potentially cause greater wetlands disturbance. The smaller footprint could result in development located closer to residential locations that are not acquired by OCIDA, thus creating greater potential environmental impacts. In contrast, the preferred alternative would allow future tenants additional acreage on-site sufficient to construct necessary buildings and accessory uses, buffer development from adjacent lands, and avoid impacts to ecological resources such as wetlands to the maximum extent practicable.

2.4.3 Limitations of Alternative 3

Although this alternative considers the idea of potentially maximizing development space within a smaller area, much like Alternative 2, the smaller footprint would not allow for the potential of larger industrial and commercial developers, such as the semiconductor industry. The proposed expanded footprint of the Park allows OCIDA to market to a larger, more diverse mix of industries than it had previously. The smaller sized park would not support the main objective, which is to attract a broader scope of industries, such as the semiconductor industry, that require a large campus type setting with greenspace and ample buffering from environmental receptors and would bring high tech and high paying jobs to Onondaga County.

2.4.4 Conclusion

Like Alternative 2, the smaller expansion alternative does not maximize the development potential of the Park and does not expand options for avoiding and mitigating potential adverse environmental impacts. Therefore, it is not an acceptable option.

2.5 Alternative 4: Develop Park in Alternative Location

2.5.1 Alternative 4 Description

This alternative would consist of the development of the proposed Project at a different location.

2.5.2 Comparison of Potential Environmental Impacts from Alternative 4 to Project

This alternative was previously evaluated and rejected in the 2013 FGEIS (Draft Section 2.2.1). Based on current available information, this conclusion has not changed. None of the previously considered alternative locations would be able to accommodate the large-scale industrial use the Park is promoting due to size limitations and proximity to services and necessary infrastructure. There are no other options available currently that meet the needs of the Project.

2.5.3 Limitations of Alternative 4

Unlike other park locations, the expanded Park can accommodate large-scale industrial tenants that cannot easily locate elsewhere in Onondaga County due to their size and space requirements and need for suitable infrastructure.

Additionally, the other locations do not have the existing utility and transportation services that serve the Park. National Grid's Clay Substation is located adjacent to the Park on the west side of Caughdenoy Road. The Oak Orchard Wastewater Treatment Plant is located approximately 2.5 miles west of the Park. The Park is also bound to the south by a 12-inch water line and NYS Route 31, which is a principal arterial west of Interstate-81, and CSX rail, which is located adjacent to the Park.

2.5.4 Conclusion

Based on the lack of other viable locations within the County to accommodate the intended scale of the Park, as well as OCIDA's substantial investment in the Park to date, this alternative is not a viable option.

3.0 ENVIRONMENTAL SETTING

3.1 Land Use & Zoning

3.1.1 Land Use

The proposed expanded Park footprint consists primarily of undeveloped land. To the extent development exists, it is limited to residential, commercial, and public utility uses and structures (i.e., electric transmission lines, telecommunications tower) scattered along NYS Route 31 and Caughdenoy Road, with approximately three dozen residences located along Burnet Road. Existing improvements and structures within the expanded Park footprint are located close to existing road frontages, leaving the remainder of the expanded Park in its natural, undeveloped state. The majority of the Park is relatively flat and vegetated with grasses, shrub, and wooded areas that have developed as the area continues to transition from former farmland. Land uses within the proposed expanded Park have remained consistent since the 2013 FGEIS.

The area surrounding the Park was once a rural area comprised of farmland and agricultural uses. The surrounding area is undergoing gradual changes as a more suburban type of development unfolds, primarily along NYS Route 31, but much of the area closest to the Park has maintained a rural character due to large swaths of undeveloped land. While farming activities are conducted within a small portion of the proposed expanded Park, the Park is not located within or near a NYS certified agricultural district.

Land use patterns in the area surrounding the Park have remained largely unchanged since the completion of the 2013 FGEIS, with development consisting primarily of focused residential apartments and communities, specifically the Tocco Villaggio Apartments off of NYS Route 31 east of the Park and the Appaloosa Trail development located west of the Park off of Van Hoesen Road. Additionally, The Town of Cicero Planning Board recently approved a 60-unit senior housing complex to be located on Brewerton Road east of the Park.

The land uses adjacent to the expanded Park include a mix of vacant land, agriculture, residential, commercial, and public utility uses. See Figure 3.1-1 Existing Land Use. The area immediately south of the Park is largely undeveloped with the exception of a few residences and businesses, including a veterinary clinic, church, tractor equipment company, and landscaping business. Farther south of those land uses, suburban residential development is prevalent along Stearns Road and Caughdenoy Road north of I-481. Meltzer Park is also located along Stearns Road. Residential and commercial development also increases to the east of the Park, particularly along NYS Route 31 and Brewerton Road near I-81. The area west of the Park consists of relatively low density residential development with intermittent business and commercial uses, including Jerome Fire Equipment Co on Caughdenoy Road. The density of uses increases heading west along NYS Route 31 near the Town of Clay Town Hall and Great Northern Mall. The area north of the Park is mainly agricultural and vacant land, with some scattered residential uses.

The area adjacent to the expanded Park also includes various public utility and transportation uses. The National Grid Clay substation is located along the west side of Caughdenoy Road. NYPA electric

transmission line rights-of-way and a National Grid line cross the northern third of the Park in an easterly direction from the substation. Additionally, the Watertown branch of the CSX rail line runs diagonally from the northwest corner of the Park southwest across Caughdenoy Road.

As shown in Table 3.1-1, non-residential parcels comprise approximately 71% of existing land use within a one-mile distance from the proposed expanded Park while residential properties comprise about 29% of the area. The primary land use within a one-mile area of the Park is vacant land (38%).

Table 3.1-1: Existing Land Use within One Mile of White Pine Commerce Park
(Based on February 2021 Data Provided by SOCPA)

Land Use	# Parcels	Acreage	% Coverage
Residential	**2,200**	**2,405**	**29%**
Apartment	6	30	0%
Single-Family	2,145	1290	16%
Two-Family	11	66	1%
Multi-Family	4	7	0%
Rural Residential	33	998	12%
Home for Aged	1	14	0%
Non-Residential	**368**	**5,812**	**71%**
Agriculture	21	1,022	12%
Commercial	90	913	11%
Industrial/Utility	21	556	7%
Parks/Open Space	9	79	1%
Public Service	19	160	2%
Vacant	208	3,082	38%
Total	**2,568**	**8,217**	**100%**

3.1.2 Zoning

The proposed expanded Park is located within the Town of Clay and is subject to the zoning requirements contained in the Town's Zoning Code and the zoning district designations contained in the Town's Zoning Map.[1] Of the proposed expanded Park's approximately 1,250± acres, 346± acres are zoned as Industrial 2 (I-2), 856± acres are zoned Residential Agricultural (RA-100), and 36± acres are zoned One Family Residential (R-15). Burnet Road comprises the remaining 12± acres that make up the expanded Park. As shown in Figure 3.1-2 (located at the end of this Chapter), approximately 850± acres of privately owned land located on Caughdenoy Road west and north of the Park is zoned I-2, with additional parcels zoned RA-100. The parcels directly south of the Park along NYS Route 31 are zoned Highway

[1] Town of Clay Zoning Code (Last Revised May 10, 2016). https://www.townofclay.org/information/zoning-code.

Commercial (HC-1) and RA-100. The parcel located adjacent to the southeastern corner of the Park is zoned Planned Development (PDD). The proposed expanded Park's eastern property line is the boundary between the towns of Clay and Cicero. The proposed expanded Park contains multiple zoning designations, not all of which are compatible with the intended future use and development of the Park. The expanded Park will therefore require the approval by the Town of Clay Town Board of either a zone change to I-2 for the portions of the Park that are not zoned I-2 or a PDD that encompasses the entire Park footprint to allow the type of use OCIDA seeks for the Park.

Pursuant to the Zoning Code, the intent of the I-2 district is to:

> *". . . promote and accommodate processes that primarily operate in a clean and orderly manner that may involve exterior activities sensitive to environmental features and available public services. Other uses are permitted that provide the logistical assembly, shipping, storage, servicing, or similar support for retail or other business uses. This district should be located away from residential districts."*

The Zoning Code permits the following uses upon receipt of site plan approval from the Planning Board: exhibit hall; wholesale; warehouse; truck terminal; manufacturing; utility substation; emergency vehicle station; building products sale, storage and display; and cropland. The future development and use of the Park as envisioned by OCIDA will therefore require site plan review and approval from the Town of Clay Planning Board and will be subject to any other Town of Clay land use and zoning regulations.

Assuming a zone change to I-2, the future development of the Park must comply with the bulk density and dimensional requirements set forth in the Zoning Code for property within the I-2 district, as set forth below.

Lot

- Area, minimum: n/a
- Width, minimum: n/a
- Depth, minimum: n/a
- Coverage, maximum building: 60%
- Coverage, maximum total: 80%

Principal structures and attached accessory structures

- Front yard minimum:
  - NYS or county highway: 200 feet
  - Town of private highway: 50 feet
- Side yard minimum: 25 feet
- Rear yard minimum: 25 feet
- Maximum height: n/a
- Maximum gross floor area: n/a
- Maximum number of floors: n/a

Accessory structures, detached

- Front yard minimum: existing principal structure rear line.
- Side yard setback: 25 feet
- Rear yard setback 25 feet
- Maximum height: same as principal structure

Supplemental I-2 district design standards also may apply to the future development of the Park, as outlined below.

- Front perimeter landscape strip must be 50% of front yard depth.
- Additional side or rear yard setbacks of 100 feet where abutting a non-industrial district.
- Structure design, scale and materials:
    - When a new or modified land use and/or structure is proposed on any property that is entirely or partially within 500 feet of a Residential Zone District boundary, then the reviewing board shall also consider the compatibility of the site and building design, scale of site development, and any impacts related to such development with the existing or planned character of those residential zones.
    - Any open storage of materials or waste shall be screened from view from all property lines with a seven-foot high fence, hedge or similar opaque barrier. Such screening shall comply with applicable setbacks.

An alternative to a zone change is the creation of a PDD. Pursuant to the Zoning Code, the intent of a PDD is to allow for:

> a variety of land uses and flexible arrangements of lots, structures, and land uses in a well-planned and coordinated design. The flexibility of land uses and lots is achieved by the Town continuously participating in and approving stages of project planning and development. Any combination of land uses already permitted within the Town may be proposed for development on sites under this district. This district is also intended to accommodate land uses or scales of development that may be unique or require more consideration by the Town. This district may be applied anywhere in the Town, provided the project scale and design is found to further Town planning goals and to be compatible and coordinated with the environmental constraints and the existing and/or planned availability of public water, sewer, drainage, and transportation facilities.

It is possible that a PDD could be established for the Park enabling OCIDA, (and/or a potential future developer) and the Town to work collaboratively to customize the development of the Park in ways that are not permitted or feasible in the I-2 district. In such a case, predetermined development standards would not exist and would instead be established jointly with the Town through meetings with the Town Board and Planning Board in accordance with the Zoning Code.

3.2 Community Character

The Town of Clay is still the largest suburban town in Onondaga County and is known for its large retail shopping areas and residential neighborhoods. The Town has a diverse economic base, and industrial uses are scattered throughout the Town, including a developed industrial corridor between Henry Clay Boulevard and Morgan Road approximately 5 miles southwest of the Park. The population of the Town along with its pace of development has remained mostly unchanged since the 2013 FGEIS. The character of the area immediately surrounding the Park remains generally rural in contrast to the more developed areas of the Town of Clay and nearby Town of Cicero.

NYS Route 31 represents the primary east-west traffic corridor in the Town of Clay north of I-481 and carries a high volume of traffic between Clay and Cicero. Nearly all travel in the vicinity of the project site is by personal vehicle, which remains unchanged since the 2013 FGEIS. There is little public transit and pedestrian use along major roadways, including NYS Route 31, and the area immediately surrounding the proposed expanded Park lacks sidewalks or other pedestrian facilities (crosswalks, etc.) that would otherwise encourage pedestrian use. While NYS Route 31 is a designated part of New York State Bike Route 5, bicycling activity is not typical along the road or surrounding area. The CSX rail line that provides freight service crosses NYS Route 31 southwest of the Park.

Visually, the western portion of the expanded Park contains few structures or natural features of any significance. The topography of the area is generally flat, which is typical of the Town of Clay and the northern portion of Onondaga County. Undeveloped areas contain mixed upland and wetland vegetation including grasses, shrubs, and woodlands. These resources are described in detail later in this chapter under existing ecology and vegetation. The area of the expanded Park that includes Burnet Road contains approximately three dozen residential properties that have been or will be acquired by OCIDA through voluntary purchase agreements or pursuant to the EDPL to help establish the expanded Park footprint,

Electrical utilities, including the National Grid electrical substation located just west of the Park and the NYPA and National Grid transmission lines passing through the northern third of the site are prominent visual features in the area. A telecommunications tower also exists within the expanded Park adjacent to the southeastern corner of the current Park footprint. The presence of these public utility structures and uses incorporates an industrial element to the otherwise undeveloped character of the area.

Existing development in the area surrounding the existing Park is either low density single-family suburban style housing or older style rural homes and former farmland. A few business and commercial uses exist along Caughdenoy Road and NYS Route 31 west and south of the Park. With the exception of the area extending north of the Park for several miles that remains largely rural and undeveloped or sparsely developed, surrounding areas in other directions become more densely developed farther away from the Park. Areas east of site along NYS Route 31 and Brewerton Road in the Town of Cicero contain dense concentrations of business and commercial development with residential development interspersed throughout. Higher-density residential and commercial development along the NYS Route 31 corridor within the Town of Clay occurs mostly to the south and southeast of the Park along Stearns Road and Caughdenoy Road north of I-481. Areas farther west of site transition from suburban residential into a developed, high-traffic shopping area along NYS Route 31 around the I-481 interchange. The

development of retail, commercial and residential growth farther away from the Park in both directions along NYS Route 31 in Clay and Cicero is due in large part to the proximity of NYS Route 31 to I-81, I-481, I-90 and the Syracuse Hancock International Airport. Together, those features have made the greater surrounding area attractive to many forms of development.

3.3 Transportation

3.3.1 Summary of Traffic Impacts

Since the preparation of the 2012 Traffic Impact Study that was part of the 2012 DGEIS and finalized in the 2013 FGEIS, traffic roadway changes include:

- The addition of exclusive eastbound and westbound left turn lanes along NYS Route 31 at Henry Clay Boulevard;
- The unsignalized intersections of NYS Route 31/Caughdenoy Road and NYS Route 31/Legionnaire Drive/Lawton Road were signalized;
- The Caughdenoy Road/NYS Route 31 intersection was also recommended for right and left turn lane additions; however, the current development assumptions have changed with multiple site entrances and placement of entrance further from the signalized intersection.

Impacts related to the proposed expanded Park are described in Section 4.3.

A new Traffic Impact Study (TIS) was prepared to evaluate potential traffic impacts associated with the proposed expanded Park area. Due to the generic nature of this review, the TIS includes more generic as opposed to specific development details and follows the assumptions to develop the traffic impact of the proposed expansion and potential development, which include supporting between 3,750 to 4,000 employees (4,000 used for analysis), having a minimum of two driveways for site access: one driveway will be connected to Caughdenoy Road and the other will be connected to NYS Route 31; operating 24 hours a day and seven days a week with three equally sized rotating working shifts; and development of the Project site will be completed and operational by the year 2024.

Additional information is provided in the TIS in Appendix B.

3.3.2 Impacted Traffic Area

The impacted traffic area includes both Town of Clay and Town of Cicero in in New York. A total of 14 intersections along NYS Route 31 were studied from the western limits of NYS Route 481 to the eastern limits of CR 123 (Lakeshore Road) and southern limits of Caughdenoy Road at Maple Road. Minor stop-controlled side streets were not evaluated. See Figure 1 for Project Location Map in the Traffic Impact Study located in Appendix B.

The intersections include:

1. NYS Route 31 / NYS Route 481 Southbound Off Ramp / Soule Road
2. NYS Route 31 / NYS Route 481 Northbound Ramps
3. NYS Route 31 / Marketfair Plaza

4. NYS Route 31 / Great Northern Mall West Driveway / Water Board Lane
5. NYS Route 31 / Great Northern Mall East Driveway / La-Z-Boy Driveway
6. NYS Route 31 / Morgan Road (CR 46)
7. NYS Route 31 / Henry Clay Boulevard (CR 265 / CR 121)
8. NYS Route 31 / CR 49 (Caughdenoy Road)
9. NYS Route 31 / Legionnaire Drive / Lawton Road
10. NYS Route 31 / US Route 11
11. NYS Route 31 / I-81 Southbound Ramps
12. NYS Route 31 / I-81 Northbound Off Ramp / CR 253 (Pardee Road)
13. NYS Route 31 / CR 123 (Lakeshore Road) (unsignalized)
14. CR 49 (Caughdenoy Road) / CR 197 (Maple Road) / NYS Route 481 Northbound Off-ramp (unsignalized)

3.3.3 Functional Classification

The functional classifications for major streets are identified in the May 2017 NYSDOT Region 3 Functional Classification Map. The roadway of NYS Route 31 is classified as a Principal Arterial Other from NYS Route 481 to I-81 and classified Minor Arterial from I-81 to Lakeshore Road. NYS Route 31 is located within an Urban Area. The major intersecting roadways along NYS Route 31 are also classified. They are: NYS Route 481 classified as a Principal Arterial Expressway, Caughdenoy Road is classified as a Major Collector, US Route 11 is classified as a Minor Arterial, I-81 is classified as a Principal Arterial Interstate and Lakeshore Road is classified as a Major Collector. See Figure 2 for a detailed map of the roadway functional classifications in the Traffic Impact Study in Appendix B. The existing typical section on NYS Route 31 is described below:

- From NYS Route 481 to east of Morgan Road is a 4-lane divided roadway with 12-foot travel lanes and varying width marked medians
- From east of Morgan Road to west of US Route 11 is a 2-lane undivided roadway with 11-foot travel lanes between the Henry Clay Boulevard and Legionnaire Drive roadway segment
- From west of US Route 11 to Lakeshore Road is a 4-lane divided roadway with 12-foot travel lanes and center two way left turn lanes (TWLTL)

The posted speed limit varies along the corridor and the speed limit segments are identified below:

- Along NYS Route 31:
  - NYS Route 481 to east side of Morgan Road is 40 mph
  - East side of Morgan Road to Grange Road is 55 mph
  - Grange Road to east side of Caughdenoy Road is 40 mph
  - East side of Caughdenoy Road to east side of Barcaldine Drive/Legionnaire Drive is 55 mph
  - East side of Barcaldine Drive/Legionnaire Drive to west side of US Route 11 is 45 mph
  - West side of US Route 11 to Lakeshore Road is 35 mph

- Along Caughdenoy Road:
  - NYS Route 31 to Maple Road is 35 mph

3.3.4 Data Collection

It was determined that existing traffic count data could be used, and new count data would also be required. Following NYSDOT Traffic Data Collection Guidance during COVID-19 Pandemic Memo dated August 11, 2020 which states traffic count data older than 5 years would need to be collected again, JMT reviewed and have used an adjustment factor created to help balance and match existing traffic volume data.

The processing timeframes described above are to encompass morning peak and evening peak hour vehicle volumes. However, after processing the data, the peak times used for analysis were 7:15 to 8:15 AM and 4:15 to 5:15 PM.

3.3.5 Existing Facilities for Non-Motorized Traffic

Sidewalks exist along limited sections of NYS Route 31 but are missing from large sections of that road. Sidewalk is present from just west of US Route 11 to Lakeshore Road, along both sides of the road. Sidewalk is also present on the south side only of Legionnaire Drive and Lawton Road, and a small portion of sidewalk exists near the at-grade railroad crossing and Weller Canning Road along the north side only. Sidewalk is also located starting from the east side of Morgan Road to East Mall Entrance along the north side only.

There are no pavement marked or unmarked bike lanes along NYS Route 31 within the Project limits. NYS Route 31 is designated as State Bicycle Route 5 as a signed, on-road bicycle route that extends 365 miles from Niagara Falls across New York to the Massachusetts state line. Bicyclists can share the road with motorists along the roadway network.

3.4 Utilities & Community Services

3.4.1 Utilities

Figure 3.4-1 identifies the location of existing electric, natural gas, and water utilities in the vicinity of the Park, which were detailed in the 2013 FGEIS. It also illustrates the sewer expansion to the surrounding district, including the Park, and the gas utility improvements that are being proposed in conjunction with the Park expansion. Since 2013, there are no changes in the location of existing electric, natural gas, and water utilities in the vicinity of the Park.

3.4.2 Community Services

Community services in the vicinity of the Park remain largely unchanged from 2013. Community service provider locations near the Park are shown in Figure 3.4-2 (located at the end of this Chapter).

Current firefighting and emergency response equipment within the Clay Fire Department includes[2]:

- Engine 11 – 2016 Sutphen - 1,750 gallons per minute (gpm)/1,000-gallon water / 20 Gallon Foam cell
- Engine 31 – 2016 Sutphen - 1,750 gpm/1,000-gallon water / 20 Gallon Foam cell
- Engine 12 – 2007 American LaFrance - 2,000 gpm/1,000-gallon water / 25-gallon foam cell
- Rescue 3 – 2003 American LaFrance – Hurst Tools System/Lightower
- Squad 1 – 2018 Chevy Tahoe - First Responder Vehicle for EMS
- Squad 3 - 2018 Chevy Tahoe - First Responder Vehicle for EMS
- Squad 4 – 2008 Ford/Brand FX Light Rescue truck
- Ladder 3 –2021 Sutphen 75-foot mid-mount ladder - 1,750 gpm/ 500 Gallon water (currently in the process of purchasing)

Emergency medical services (EMS) are provided by two EMS operators, North Area Volunteer Ambulance Corps (NAVAC), which responds to over 6,500 calls annually, and Northern Onondaga Volunteer Ambulance (NOVA), which responds to an average of 6,000 calls a year. In addition to a centrally located station, NOVA posts ambulances at Moyers Corners Fire Department Stations 1 and 3 to allow for a rapid response to any location their district[3].

The Park is in the North Syracuse Central School District. The North Syracuse Central School District student enrollment was approximately 8,500 pupils in 2020[4].

The locations of places of worship are included on the Figure 3.4-2. The inventory of places of worship in the vicinity of the Park is largely unchanged since the 2013 FGEIS was prepared. At least one new church affiliated building, the Upstate New York District Church of the Nazarene, has been built immediately east of the intersection of NYS Route 31 and Burnet Road. The Church uses this location as its main offices for the Nazarene District.

3.5 Topography, Geology & Soils

3.5.1 Topography

The topography of the Project site is generally the same as was detailed in the 2013 FGEIS. The ground is relatively flat to gently sloping, with site elevations generally ranging from 380 to 430 feet above mean sea level (amsl). Figure 3.5-1 (located at the end of this Chapter) is a topographic map that shows existing topography at five-foot contour intervals. Highest elevations are in the southern portion of the Project site near NYS Route 31. The lowest elevations in the Park occur just north of the power lines. The Park drains to the north towards Youngs Creek, which is a tributary to the Oneida River.

Elevation at the expanded Park is most variable along the small ridge related to a geologic feature known as an esker. The esker, located in the central portion of the site, is a glacial formation resulting from sand

[2] Personal correspondence, Town of Clay Fire Chief, 4/20/21
[3] www.northernonondagavolunteerambulance.org, 4/14/21
[4] www.https://www.nscsd.org/districtpage.cfm?pageid=825, 4/13/21

and gravel materials deposited in a long, narrow ridge resembling a railroad embankment. The esker is located approximately 2,000 feet north of NYS Route 31 and generally runs parallel to the road for approximately 3,000 feet. It forms a slight ridge that is wooded and provides visual and physical separation between locations immediately to the north and south. The area directly north of the esker is wooded and the area directly south of the esker transitions first to wetlands and then uplands consisting of open fields with shrubs and grasses.

3.5.2 Geology

As described in the 2013 FGEIS, the surficial deposits in the vicinity of the expanded Park consist of lacustrine silts and clays deposited in pro-glacial lakes. These are generally fine-grained and laminated soils. A relatively small area, just north of NYS Route 31, is mapped as glacial till. This is a poorly sorted mixture of variable soils deposited beneath glacial ice. Bedrock beneath the site is mapped as dolostone/limestone, belonging to the Lockport Group. Although, soil borings drilled at the site encountered weathered shale. No bedrock outcrops have been noted on the project site.

A Geotechnical Investigation Report[5] previously prepared for the Park, included analysis of certain areas within the expanded site. The investigation included the advancement of six soil borings to depths of 9.5-15 feet. According to that investigation, the expanded Park is overlain by a thin layer of topsoil, approximately six inches in thickness. Underlying the topsoil is a layer of silt and fine sand, with varying percentages of fine to medium gravel. The thickness of this deposit varies from 4 to 13 feet. Below this layer is a more consolidated unit composed of firm silt to dense sand, and a silt mixture with varying percentages of gravel. This dense material is likely a glacial till deposit. Bedrock (shale) was encountered in two borings at depths of 5.5 to 13.5 feet just north of NYS Route 31.

There are no mineral resource extraction areas (gravel pits, mines, quarries, oil/gas wells, etc.) present on the expanded Park.

The expanded Park is in a seismically stable zone. The United States Geological Survey (USGS) produced a 2014 Seismic Hazard Map for New York State[6] showing the site within a zone that has a 2% probability of exceeding a spectral acceleration (i.e., ground movement) of 8-10% gravity. This seismic risk zone is the second lowest of six zones in the State.

3.5.3 Soils

The expanded Park contains a variety of soils similar to what was evaluated in the 2013 FGEIS. Figure 3.5-2 (located at the end of this Chapter) provides a map of all soil types on the expanded site and Table 3.5-1 summarizes the characteristics of each soil type.

Niagara silt loam (NgA) covers much of the northern and eastern portions of the expanded Park, about 38.1%. Collamer silt loams (ChA, ChB) cover 28.6% of the expanded project site, including much of the north-central and southeastern areas. In addition to Appleton loam (AoA), Hilton loam (HlA, HlB),

[5] C&S Engineers, Inc. Geotechnical Investigation Report (1996).
[6] www.usgs.gov/media/images/2014-seismic-hazard-map-new-york" https://www.usgs.gov/media/images/2014-seismic-hazard-map-new-york

Madrid fine sandy loam (MdC), and Rhinebeck silt loam (Rh), the remainder of the expanded site is covered by minor amounts of Canandaigua (Cd), Dunkirk silt loam (DuC), Fluvaquents (FL), Fonda mucky silty clay loam (Fo), Minoa fine sandy loam (MtA), Ontario loam (OgB, OgC), and Palms muck (Pb).

Based on the physical features of the expanded Park, the most likely area for development is west of Burnet Road. In this area, the amount of hydric soils (Cd, FL, and Pb) is approximately 18.7 acres. Hydric soils are characterized by poor drainage and are often associated with wetlands.

Portions of the expanded Park were used for farming in the past. The Natural Resources Conservation Service (NRCS) classifies soils by capability classes based on their potential for agricultural productivity.

Soil Capability Classes 1-5 are described as follows (USDA Soil Survey of Onondaga County, NY[7]):

- Class 1 soils have few limitations that restrict their use
- Class 2 soils have minor to moderate limitations that limit their ability to support certain crops, or that require moderate conservation practices
- Class 3 soils have severe limitations that reduce the choice of crops, require special conservation practices, or both
- Class 4 soils have very severe limitations that reduce the choice of crops, require very careful management, or both
- Class 5 soils are not likely to erode, but have other limitations, impractical to remove, that limit their agricultural use largely to pasture, range, woodland, or wildlife

Table 3.5-1 shows the distribution of soil capability classes on the expanded Park.

The expanded Park has no Class 1 soils. Class 2 soil covers approximately 39.4%, Class 3 soil covers 51.8%, Class 4 soil covers 0.9%, and Class 5 soil covers 7.5% of the expanded Park. Approximately 60% of the expanded Park consists of soils (Classes 3, 4, and 5) that would have severe limitations for agricultural productivity. The remainder of the site consists of Class 1 and 2 soils that would have few to moderate limitations in their ability to support certain crops, or that require moderate conservation practices.

As shown on Table 3.5-1, 39.4% of expanded Park soils are considered prime farmland and 9.7% of soils are farmland of statewide importance, as determined by the USDA. The remainder of the soils are considered prime farmland, if drained (42.1%), or not prime farmland (8.4%). In addition, 78.1% of the expanded site soils belong to Mineral Soil Groups 1-4, as designated by the New York State Department of Agriculture and Markets. Although agriculturally viable soils exist on the Park, actual agricultural activity is limited. Most of the expanded Park is currently vacant woodlands. Agricultural activities, primarily hayfields, are located at the northern end of Burnet Road. Some cultivated fields also exist in this area. No designated Agricultural Districts exist on the project site and the closest Agricultural District is approximately one-mile northwest (Onondaga County Agricultural Districts, 2019[8]).

[7] USDA. Soil Survey of Onondaga County, New York via NRCS Web Soil Survey (2021).
[8] New York State Department of Agriculture and Markets. Onondaga County Agricultural Districts (2019).

Similar to the Park as evaluated in the 2013 FGEIS, the suitability of soils for septic systems varies across the expanded site. It generally ranges between conditions considered suitable to areas with conditions that are generally not suitable. It is not anticipated that onsite septic systems will be needed for the Park.

Table 3.5-1 also provides potential constraint ratings for each soil, relative to the following specified uses: shallow excavation, lawns and landscaping, local roads, and commercial buildings. This constraint rating information was obtained from the Onondaga County Soil Survey.

Each soil-type is described as "Not Limited", "Somewhat Limited" or "Very Limited" for the specified use based on soil characteristics (load-bearing capacity, drainage characteristics, slope).

- Not Limited indicates the soil has characteristics that are very favorable for the specified use. Good performance and very low maintenance can be expected.
- Somewhat Limited indicates the soil has characteristics that are moderately favorable for the specified use. Limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.
- Very Limited indicates the soil has one or more characteristics that are unfavorable for the specified use. The limitations generally cannot be overcome without soil reclamation, special design, or installation procedures. Poor performance and high maintenance can be expected.

In the expanded Park, about 87.7% of soils are rated as Very Limited for shallow excavation; about 18.9% of soils are rated as Very Limited for lawns and landscaping; 51.2% of soils are rated as Very Limited for local roads; and 62.1% of soils rated as Very Limited for small commercial buildings.

Many of the soils located on the expanded project site could have some constraints to development and generally speaking, special design or construction measures may be required to allow development on portions of the site. This does not preclude development of the site.

3.5.4 Offsite Utility Corridors

Most of the proposed gas line starting at the Clay Gas Regulator Station #147 lies within previously disturbed easements including approximately 4,500 feet along NYS Route 31 and 7,250 feet along overhead utilities. The remaining portion of the proposed gas line (1,450 feet) crosses a wooded area south of the Clay Substation and a hay field immediately north of the Jerome Fire Equipment Co. on Caughdenoy Road. The alternative gas line makes use of public rights-of-way for the entire length of the route following sections of NYS Route 31, Henry Clay Boulevard, Verplank Road, and Caughdenoy Road.

The topography of the proposed and alternative gas line routes are both relatively flat. The alternative route is slightly flatter since it is entirely along existing roadways. Bedrock geology for both routes is consistent with the expanded Park, belonging to the Lockport Group. Neither route is in a designated Agricultural District.

Soils along the proposed and alternate gas line routes are generally consistent with the expanded Park except for very small additions of Arkport very fine sandy loam (2 to 6% slopes), Colonie loamy fine

sand (0 to 6% slopes), Lakemont silty clay loam (0 to 3% slopes), and Alton gravelly fine sandy loam (0 to 3% slopes). Arkport and Alton are classified as well drained, prime farmland with a land capability classification of 2 and depths greater than 80 inches to groundwater. Colonie is classified as somewhat excessively drained, farmland of statewide importance with a land capability classification of 3, and depths greater than 80 inches to groundwater. Lakemont is classified as poorly drained, farmland of statewide importance with a land capability classification of 4, and greater than 80 inches to groundwater. The soils along the alternative gas line route are somewhat more disturbed since this route follows public roads for the entire length.

An underground electric line may also be constructed for a short distance beneath Caughdenoy Road and the railroad tracks from the existing substation to the site. No impacts to topography, geology or soils are anticipated given the short distance of this new line and its location beneath an area that was already disturbed for road construction.

3.6 Water Resources

3.6.1 Groundwater

Groundwater occurs beneath the surface within the pore spaces of soil and rock. Relatively shallow groundwater was observed on portions of the Park during a prior geotechnical investigation. Groundwater was encountered at depths ranging from 2 to 9 feet. It is anticipated that groundwater flows northward, based upon regional topography and surface water drainage, which is consistent with the Park as proposed in the 2013 FGEIS.

The proposed expanded Park is not situated within a primary, principal, or sole source aquifer.

Proposed Utility Line Routes and Roadway Improvements

The proposed utility gas and sewer line routes are partially situated within unconsolidated, confined aquifers. These sand and gravel aquifers are in the immediate vicinity of Mud Creek and are not considered primary, principal, or sole source aquifers. The majority of both proposed utility routes are outside of the mapped unconsolidated aquifers.

The proposed road improvement to Henry Clay Boulevard discussed in the TIS is located within the unconsolidated, confined aquifer described above. The remaining three roadway improvement areas discussed in the TIS, including the I-81/NYS Route 31 Interchange are not located within the aquifer but are within its vicinity. Roadway improvement activities would occur entirely above the water table, within developed and/or previously disturbed areas.

3.6.2 Surface Water

The Park is relatively flat to gently sloping. Elevations range from approximately 430 feet amsl along the southern boundary (NYS Route 31) to approximately 380 feet amsl along the northern boundary. Drainage is of a northwesterly flow direction towards the Oneida River. The Project site encompasses the entire esker, as described above in section 3.5.1. The Park also includes several tributaries and drains to

the north towards Youngs Creek. Two of these tributaries drain the eastern half of the site, and flow to the north-northwest, draining into Youngs Creek and ultimately to the Oneida River.

A small, unnamed tributary of Youngs Creek is located on the northern portion of the site, at the base of the onsite esker's southern embankment. The flow is intermittent and traverses through the northern and eastern parts of the site.

Both the New York Stream Classification Map (Figure 3.6-1, located at the end of this Chapter) and the NYSDEC Environmental Resource Mapper[1] identified several classified streams on site. Youngs Creek is in the northern portion of the site and is classified as C. Class C streams can support fisheries and are suitable for non-contact activities but are not considered protected. There are also several other classified streams (tributaries of Youngs Creek) all identified as class C tributaries to Oneida River (6 CRR-NY 899-10)[9]. All these tributaries are in the eastern portion of the site, two of which follow a course which crosses Burnet Road, ultimately connecting to Youngs Creek.

Proposed Utility Line Routes and Roadway Improvements

The proposed gas line connection crosses three classified streams, all identified as tributaries to Oneida River (6 CRR-NY 899-10). These three streams are all class C, which are not considered protected. Two of these tributaries connect to Shaver Creek and cross Van Hoesen Road. The other tributary is Shaver Creek. It flows in a south to north direction on the west side of the existing subdivision on Appaloosa Trail, off Van Hoesen Road, in the vicinity of the route and existing utility right-of-way.

The proposed roadway improvements outlined in the TIS are not expected to comprise any stream crossings; however, activities do have the potential to occur near classified streams. Just south of the proposed roadway improvements to the I-81/NYS Route 31 Interchange, there is a class C stream, a tributary to Oneida River (6 CRR-NY 899-10)[10].

3.6.3 Stormwater/Drainage/Flooding

According to Syracuse-Onondaga County Planning Agency resources[11], the Park is located within the Oneida River Basin major watershed and Oneida River sub-watershed. Although a small section of the southwest corner of the Park (near NYS Route 31) is within the Shaver Creek tributary watershed, almost the entirety of the Park is located within the Youngs Creek tributary watershed.

Stormwater drainage is from south to north, consistent with the topography described above. As a result of the relatively flat nature of the Park, the potential impacts due to soil erosion is minimal.

---

[9] New York State Department of Environmental Conservation (2021). Environmental Resource Mapper, web application, 2021. https://gisservices.dec.ny.gov/gis/erm/

[10] New York State Department of Environmental Conservation. Title 6. Department of Environmental Conservation, Chapter X, Division of Water Resources, Subchapter B. Classes and Standards of Quality and Purity Assigned to Fresh Surface and Tidal Salt Waters, Article 14. Oswego River Drainage Basin Series, Part 899. Oneida River Drainage Basin. 899.4 Table 1; 6 CRR-NY 899.4 (current as of July 15, 2020).

[11] Syracuse-Onondaga County Planning Agency (2003). Watersheds in Onondaga County, 2003. http://www.ongov.net/planning/documents/map_gallery/Watersheds%20in%20Onondaga%20County.pdf

Although the Town of Clay and the Town of Cicero are both designated Municipal Separate Storm Sewer Systems (MS4), the Park is not located within either of the designated MS4 boundaries. The MS4 boundaries, however, are immediately south and east of the Park.

There are no FEMA mapped floodplains or Special Flood Hazard Areas within the Park[12]. The Park lies entirely within FEMA flood zone X, which is an area of minimal flood hazard.

Proposed Utility Line Routes
Based on the most current information available, the preferred sewer line route does have the potential to fall within a mapped FEMA floodplain, in the immediate vicinity of Mud Creek, north of NYS Route 31. The proposed gas line route does not fall within a mapped FEMA floodplain or Special Flood Hazard Area. (See Figure 3.6-2., located at the end of this Chapter.)

Some of the roadway improvements outlined in the TIS have the potential to fall within a mapped FEMA floodplain.

3.7 Air Resources

3.7.1 Air Quality

According to the EPA Green Book website[13] Onondaga County (including the expanded Park area) remains within attainment status of National Ambient Air Quality Standards (NAAQS) for the six criteria pollutants (*i.e.,* ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead). The NAAQS are levels of pollutants in the ambient air that have been determined to be protective of human health, including the health of sensitive subpopulations such as children, the elderly, and those with chronic respiratory problems; in addition, they are developed to protect public welfare, including damage to property and structures, visibility, vegetation, animal species, and other concerns.

The NAAQS have been established for the following criteria pollutants that could be emitted by a prospective tenant at the proposed expanded Park: particulate matter sized 10-microns and smaller ("PM10"), particulate matter sized 2.5 microns and smaller ("$PM_{2.5}$"), nitrogen dioxide ("NO_2"), sulfur dioxide ("SO_2"), carbon monoxide ("CO"), ozone ("O_3"), and lead ("Pb"). Following is a brief discussion of each of the criteria pollutants that could be emitted by a prospective tenant.

Meteorological Conditions

Meteorological conditions for the Syracuse and Central New York region have not materially changed since the 2013 FGEIS. As part of any air permit application submitted to the NYSDEC for development of the Park, meteorological conditions will be considered. The closest National Weather Service (NWS) station to the Park that has the appropriate available data for purposes of an air permit application is the Syracuse NWS station, which is located approximately 5.4 miles southeast of the Park.

[12] Syracuse-Onondaga County Planning Agency (2016). FEMA Floodplain Changes in Onondaga County (2016), 2016. http://www.ongov.net/planning/documents/map_floodplain_revisions_2016.pdf
[13] https://www3.epa.gov/airquality/greenbook/anayo_ny.html, 4/16/21

3.7.2 Climate Change

There is a broad international scientific consensus that human activity-generated greenhouse gas (GHG) emissions are increasing the concentration of GHGs in the atmosphere and leading to global climate change. While the contribution to climate change of a single project is very small, the combined GHG emissions from all human activity contributes to global climate change. As such, statutes, regulations and policies have been, and continue to be, implemented to address GHG emissions at global, national, regional, state and local levels. Pertinent to the potential future development at the proposed expanded Park, these statutes, policies and regulations include CLCPA and regulations under the Clean Air Act.

The CLCPA (Chapter 106 of the Laws of 2019) and Article 75 of the Environmental Conservation Law ("ECL"), require NYSDEC to promulgate regulations to establish a statewide GHG emissions limit for 2030 that is sixty percent of 1990 GHG emissions, and for 2050 that is fifteen percent of 1990 GHG emissions. The CLCPA requires that carbon dioxide equivalent (CO_2e) emissions be calculated based on a 20-year global warming potential ("GWP") for GHGs that are not carbon dioxide (CO_2), as opposed to either the 100-year GWP used by the Intergovernmental Panel on Climate Change ("IPCC") or the GWPs required by 6 NYCRR 231-13.9 that are used for permitting . The CLCPA also amended the Public Service Law to require the Public Service Commission ("PSC" or "Commission") to establish a program to meet a target of seventy percent of statewide electrical generation from renewable sources by 2030, and a target of zero GHG emissions for statewide electrical demand by 2040. The regulations and programs to be implemented by NYSDEC and the Commission in accordance with the CLCPA are to be conducted in a manner that minimizes costs and maximizes benefits.

NYSDEC recently adopted 6 NYCRR Part 496, which limits statewide GHG emissions in 2030 and 2050 as a percentage of 1990 emissions, per the requirements of the CLCPA. As such, Part 496 limits statewide GHG emissions in 2030 to 245.87 million metric tons of CO_{2e}, and 61.47 tons in 2050. Part 496 also includes the 20-year global warming potentials for GHGs that are not CO_2. The rule applies to all emission sources in New York State, but does not itself impose compliance obligations. The final rule was published in the New York State Register on December 30, 2020. The Part 496 statewide emission limits will serve as the baseline for the promulgation of future NYSDEC CLCPA regulations for attainment of the 2030 and 2050 limits. NYSDEC also finalized its Establishing a Value of Carbon Guidelines for Use by State Agencies guidance on December 30, 2020, which is for use by State agencies to monetize benefits/costs of actions that impact GHG emissions based on societal impacts incurred as a result of climate change.

Section 7(2) of the CLCPA also requires all state agencies to consider whether its decision to issue permit(s) is inconsistent with or will interfere with the attainment of the statewide GHG emission limits established in ECL Article 75. Where such decisions are deemed to be inconsistent with or will interfere with the attainment of the statewide GHG limits, the agency must provide a detailed statement of justification as to why such limits/criteria may not be met and identify alternatives or GHG mitigation measures to be required where the project is located.

3.7.3 Emission Sources

Air quality conditions are influenced by stationary sources and mobile sources of air pollutants. Since 2013, no significant existing stationary sources of air emissions were identified in the vicinity of the Park. The nearest facilities with an air permit are the Buckeye Terminal in Brewerton (approximately 3.3 miles north) and Barrett Paving Materials in Phoenix (approximately 5.5 miles west)[14].

Mobile source emissions continue to be driven by traffic volume and intersection levels of service (LOS). Mobile sources include commuter and truck traffic on NYS Route 31, residential traffic on Caughdenoy Road and other local roads, and occasional emissions from train traffic along the CSX rail line adjacent to the site.

3.8 Ecological Resources

3.8.1 Wetlands

The wetlands evaluation for the expanded Park area of the Project site consisted of an extensive review of state and federal agency resource information maps, soils descriptions, aerial photos, and a delineation report prepared by Terrestrial Environmental Specialists, Inc. (TES) in 2013[15,16]. These maps and information assisted in the identification of potential wetlands. Field reconnaissance of the Project site was not conducted as part of this Draft SGEIS[17].

The wetlands identified and evaluated in the 2013 FGEIS and the expanded Park area of the Project Site, are presented on Figure 3.8-1. Wetlands previously delineated by TES are represented by hatching and are drawn as open ended in some locations to indicate the possible extension of wetland areas with the expanded Park. This figure allows for the comparison of the delineated wetlands to the state and federal wetland maps. Depending on the location of any proposed development at the Park, these areas may need to be re-evaluated through a formal delineation using state and federal criteria.

Figure 3.8-1 (located at the end of this Chapter) identifies NWI and NYSDEC-mapped wetlands in largely overlapping areas in isolated areas in the far northern and eastern portions of the Project site. Although NWI mapping indicates the potential presence of federal wetlands regulated by the U.S. Army

[14] New York State Department of Environmental Conservation. Accessed April 12, 2021. Retrieved from: https://www.dec.ny.gov/chemical/32249.html. Facilities with air permits located further than 6 miles from the Park include Anheuser Busch Brewery in Baldwinsville, Paper Conversions, Inc. in Syracuse, and Cooper Crouse-Hinds in Salina.
[15] National Wetland Inventory Map. Accessed April 12, 2021. Retrieved from: https://www.fws.gov/wetlands/data/Mapper.html
[16] New York State Department of Environmental Conservation. Accessed April 12, 2021. Retrieved from: https://gisservices.dec.ny.gov/gis/erm/
[17] Although field reconnaissance of the Park was not conducted as part of this Draft SGEIS, it will be required for any proposed development to verify the nature, extent and location of any regulated wetlands. A Jurisdictional Determination (JD) was approved for the 158-acre portion of the Park, as it was proposed in the 2013 FGEIS, but expired on July 28, 2012. A JD Form is not included as part of this Draft SGEIS. Further coordination with the USACE will be required to determine if any "Waters of the United States" under the Corps jurisdiction are present. If present, delineations will be conducted in accordance with the revised definition of "Waters of the United States", which became effective on June 22, 2020. This typically would be completed during the design phase of the project, when conceptual project site layout is determined.

Corps of Engineers (USACE), the USACE does not publish official wetland maps. These mapped wetlands, including those shown outside of the NYSDEC-mapped boundaries, would be subject to the recently revised definition of regulated waters under the 2020 federal Navigable Waters Protection Rule, which is narrower in scope and has resulted in an overall lessening of what is considered regulated waters (including federal wetlands) as compared to previous rules and definitions. The definition excludes from the definition of "waters of the United States," non-adjacent wetlands that do not directly abut or have regular surface water overflow/inundation from intermittent or perennial streams, including wetlands that are adjacent to ephemeral streams, ditches, and prior converted cropland.

NWI wetlands in this area were photo interpreted using black and white imagery from 1978 (some maps have been modified as of October 1, 2020). As a result, the actual boundaries may differ from the time the maps were created. Some reasons for these discrepancies include changes to the landscape caused by agricultural uses; ecological succession; new water drainage patterns resulting from recent commercial/residential development; mapping inaccuracies and/or deviations produced by different map scales.

The NWI-mapped wetlands range in size and are defined by different classification codes. The following mapped NWI wetland classification codes (including riverine and pond) were identified within the Park using the mapping resources described above: PSS1A, PFO1C, PFO1A, PSS1/EM5C, R4SBC, R5UBH, PUBFx, PUBFH, PUBHx, and PEM5E. The smaller Park footprint, as proposed in the 2013 FGEIS only accounts for NWI wetland classification codes: R4SBC, PSS1A, PF01A, and PUBFx. Additionally, mapping of the expanded Park Area identified NYSDEC wetland BRE-11, which is a Class III state wetland. Depending on the location of any proposed development at the Park field reconnaissance, including a wetland delineation and soil samples, may be necessary to determine the presence of any wetlands, their precise wetland boundaries, and whether there is any connection to a jurisdictional waterway.

NWI-mapped potential wetlands areas A, B, C, D, E/I, F, G, and H (which encompass NYSDEC wetland BRE-14) shown in Figure 3.8-1 were previously evaluated in the 2013 FGEIS (Draft Section 3.8.1). The regulatory status of these wetland areas may differ from 2013 based on the 2020 Navigable Waters Protection Rule, and to the extent these areas are not adjacent to navigable waters, tributaries, lakes or ponds, or are prior converted cropland, they would not fall under the USACE's jurisdiction.

Wetland A

Wetland A is the second largest wetland on the Project site. It is found in the central portion of the property and extends to the north and south. The majority of Wetland A contains deciduous forest wetlands with smaller areas of emergent, scrub-shrub, and mixed forest wetlands. Wetland A contains an intermittent stream that flows north and continues off-site into Youngs Creek. Youngs Creek connects to the Oneida River, which is a traditional navigable waterbody (TNW). Wetland A is located in a portion of mapped state-regulated wetland (BRE-14). This mapped state-regulated wetland is in the northernmost portion of Wetland A. Additional information regarding the dominate plant species and mapped soils within this wetland area is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland B

Wetland B is in the central portion of the Project site along the eastern boundary. Hydrology indicators throughout this wetland included drainage patterns. This wetland does not appear to be connected to a tributary system and is, therefore, considered isolated. Additional information regarding the dominate plant species and mapped soils within this wetland area is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland C

Wetland C is in the southeastern portion of the Project site. Wetland C is a wet meadow. Wetland C drains to the east off-site. Additional information regarding the dominate plant species, mapped soils, and the wetlands connection to possible tributary systems is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland D

Wetland D is in the north-central portion of the Project site. Wetland D is a mix of wet meadow and scrub-shrub wetland cover types. There was no tree or shrub layer in the wet meadow portion of Wetland D. Additional information regarding the dominate plant species, mapped soils, and the wetlands connection to possible tributary systems is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland E/I

Wetland E/I is the largest wetland on the Project site and is located in the northern section of the site. Wetland E/I contains wet meadow, scrub-shrub, and deciduous forest wetland cover types. Wetland E/I also contains an intermittent stream that flows north and continues off-site into Youngs Creek. Wetland E/I is in an area mapped as state-regulated wetland, BRE-14. This mapped state-regulated wetland is in the eastern portion of Wetland E/I. The wet meadow portion of Wetland E/I contains no tree or shrub layers. The scrub-shrub portion of Wetland E/I had no tree layer. Additional information regarding the dominate plant species, mapped soils, and the wetlands connection to possible tributary systems within this wetland area is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland F

Wetland F is in the northeastern portion of the Park between Wetland A and Wetland D. Wetland F is a scrub-shrub wetland. Additional information regarding the dominate plant species, mapped soils, and the wetlands connection to possible tributary systems within this wetland area is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland G

Wetland G is in the northwestern portion of the Project site along the western site boundary and CSX rail line. Wetland G is a scrub-shrub wetland. Additional information regarding the dominate plant species, mapped soils, and the wetlands connection to possible tributary systems within this wetland area is provided in the 2013 FGEIS (Draft Section 3.8.1).

Wetland H

Wetland H is in the northwestern portion of the Project site below Wetland G. Wetland H is an emergent wetland. There were no tree or shrub layers in this cover type. Additional information regarding the dominate plant species, mapped soils, and the wetlands connection to possible tributary systems within this wetland area is provided in the 2013 FGEIS (Draft Section 3.8.1).

Additional Wetland Areas within the Park not Previously Discussed

Due to the Park expansion, additional mapped wetland areas exist on the Project site that were not previously discussed in the 2013 FGEIS. These wetland areas were identified using the mapping resources detailed above and are described below. For consistency purposes, the continuation of the same naming convention is used to identify the additional wetland areas (J-L).

Wetland J

Wetland J is in the northwestern portion of the Project site and extends to the north and south. Wetland J is classified as palustrine scrub-shrub wetlands (PSS1A) and palustrine forested wetlands (PFO1A). Palustrine scrub-shrub wetlands contain broad-leaved deciduous trees or shrubs and is temporarily flooded. Palustrine forested wetlands are characterized by woody vegetation that is 6 meters tall or taller. Wetland J contains an intermittent stream that flows north and continues off-site into Youngs Creek. Youngs Creek connects to the Oneida River, which is a traditional navigable waterbody (TNW). Wetland J is located in a portion of mapped state-regulated wetland (BRE-14). This mapped state-regulated wetland is in the northernmost portion of Wetland J.

Wetland K

Wetland K is in the northern portion of the Project site and extends to the north and south. Wetland K is mixed with wetlands classified as palustrine scrub-shrub (PSS1A), emergent (EM5C & PEM5E) and palustrine forested wetlands (PFO1C). Palustrine scrub-shrub wetlands consist of broad-leaved deciduous trees and shrubs. Emergent wetlands typically have large perennial grass such as *Phragmites australis*. Palustrine forested wetlands are characterized by woody vegetation that is 6 meters tall or taller. Wetland K is characterized as being typically flooded and seasonally flooded within various areas of the wetland. Wetland K contains an intermittent stream that flows north and continues off-site into Youngs Creek. Youngs Creek connects to the Oneida River, which is a traditional navigable waterbody (TNW). Wetland K is located in a portion of mapped state-regulated wetland (BRE-11). This mapped state-regulated wetland is in the northernmost portion of Wetland K.

Wetland L

Wetland L is in the southeastern portion of the Project site and extends to the north and south. Wetland L is classified as palustrine forested wetlands (PFO1C) and emergent wetlands (EM5E). Palustrine scrub-shrub wetlands consist of broad-leaved deciduous trees and shrubs. Emergent wetlands typically have large perennial grass such as *Phragmites australis*. Wetland L is characterized as being typically flooded and seasonally flooded within various areas of the wetland. Wetland L contains an intermittent stream that flows north and continues off-site into Youngs Creek. Youngs Creek connects to the Oneida River, which

is a traditional navigable waterbody (TNW). Wetland L is located in a portion of mapped state-regulated wetland (BRE-11). This mapped state-regulated wetland is in the northernmost portion of Wetland L.

Proposed Utility Line Routes and Roadway Improvement Areas

Due to the expiration of both the USACE Jurisdictional Determination (JD) and wetland delineation performed by TES in 2013, a preliminary review of mapped NWI and NYSDEC wetlands was conducted for the proposed utility line routes. The preliminary review identified NYSDEC-mapped wetlands along Mud Creek that are classified as Class I wetlands and NWI-mapped wetlands that are classified as riverine (R4SBC & R5UBH), freshwater forested/shrub wetland (PFO1E & PSS1E), and freshwater emergent wetland (PEM5C). These areas are further described in section 3.8.2.2. NWI mapped wetlands were identified near the abandoned overhead utility line easement whereas the NYSDEC map does not identify wetlands within this area.

With respect to roadway improvement areas identified in the TIS, a preliminary review of the NWI and NYSDEC maps indicates NWI and NYSDEC-mapped wetlands of differing sizes only in the vicinity of I-8I/NYS Route 31 Interchange. Wetlands are not mapped near the NYS Route 31, Caughdenoy Road, or Henry Clay Boulevard roadway improvement areas. The NYSDEC map identifies a Class II wetland located southeast of NYS Route 31.

Wetland D, which was previously delineated by TES in 2013, is located in the vicinity of the proposed driveway entrance at Caughdenoy Road. Based on the new Navigable Waters Protection Rule, depending on the exact location of any proposed development at the Park, potential wetland areas may need to be revaluated to determine whether they are jurisdictional adjacent wetlands.

A formal delineation using state and federal criteria has not been conducted at this time but will be completed prior to detailed engineering design to confirm that the preferred route will avoid wetlands to the maximum extent possible.

3.8.2 Vegetation

The land cover types contained in the 2013 FGEIS utilized aerial imagery and field investigation for identification. The Park, as it was proposed in the 2013 FGEIS, is mostly made up of various upland cover types, with open field making up most of the site (approximately 35%) and wetland cover types consisting of less than 20%. The land cover types included in the 2013 FGEIS are: open field; scrub-shrub upland; and deciduous forest upland as upland cover types; as well as: wet meadow; emergent wetland; scrub-shrub wetland; and deciduous forest wetland as wetland cover types.

The land cover types of the proposed expanded Park area were analyzed only utilizing data from the National Land Cover Database (NLCD) (2016)[18]. As this is a different resource than what was used in the 2013 FGEIS analysis, the categories of classification of land cover types differ. Therefore, comparisons

[18] National Land Cover Database (2016). Accessed April 6, 2021. Retrieved from: https://utility.arcgis.com/usrsvcs/servers/296c2474ac94415dab80067c3f5ffe94/services/USA_NLCD_Land_Cover/ImageServer

can only be made between the similar classifications of the land cover and should not be considered exact. A comparison of the land cover types of the expanded Park with the previous footprint is provided below.

Vegetation cover types identified on the expanded Park using data from the NLCD are shown in Figure 3.8-3 (located at the end of this Chapter). The acreage of each cover type is presented in Table 3.8-1.

Table 3.8-1: Acreage of Vegetation Cover Types

Expanded (SGEIS) Footprint			**Previous (2013 FGEIS) Footprint***		
Vegetation/Land Cover Type	**Acreage**	**% of Site**	**Vegetation/Land Cover Type**	**Acreage**	**% of Site**
Upland	**1003±**	**80±**	**Upland**	**275.7±**	**81.3**
Developed Open Space	22±	2±	Residential/Developed	2.43	0.7
Developed Low Intensity	4±	<1	-	-	-
Deciduous Forest	402±	32±	Deciduous Forest Upland	45.34	13.4
Evergreen Forest	3±	<1	Evergreen Forest Upland	0.86	0.3
Mixed Forest	4±-	<1	Mixed Forest Upland	37.09	10.9
Shrub/Scrub	2±-	<1	Scrub-Shrub Upland	69.75	20.6
Pasture/Hay	525±	42±	Open Field	120.25	35.3
Cultivated Crops	41±	3±	-	-	-
Wetland	**250±**	**20±**	**Wetland**	**63.5+-**	**18.7**
Open Water	<1	<1	Open Water	0.26	0.1
Woody Wetlands	220±	18±	Deciduous Forest Wetland	33.09	9.8
-	-	-	Mixed Forest Wetland	0.35	0.1
Emergent Herbaceous Wetlands	29±	2±	Emergent Wetland	0.89	0.3
-	-	-	Wet Meadow	9.19	2.7
-	-	-	Scrub-Shrub Wetland	19.76	5.8
Total	**1253±**	**100**	**Total**	**339.26+-**	**100**

*Acreages shown as provided in the 2013 FGEIS.

Each upland and wetland vegetation/land cover type classification for the expanded footprint is described in section 3.8.2.1 and 3.8.2.2 below, according to the NLCD definitions[19].

Upland Vegetation

As explained above, the upland cover types, which were considered in the 2013 FGEIS (Draft Section 3.8.2.1), include residential/developed areas, open fields, scrub-shrub areas, deciduous forest, mixed forest, and evergreen forest. This analysis was updated utilizing a different data resource, the NLCD, containing different classifications of cover types to account for the total expanded footprint of the Park.

Based on review of the NLCD Land Cover data, more than three-fourths of the expanded Park is made up of upland cover types. These communities represent approximately 1,003 acres, up from the

[19] National Land Cover Database 2016 (NLCD2016) Legend. Accessed April 6, 2021. Retrieved from: https://www.mrlc.gov/data/legends/national-land-cover-database-2016-nlcd2016-legend

approximately 276 acres identified in the 2013 FGEIS, which is approximately 80% of the expanded footprint of the Park.

The definitions of all land cover types apply only to those from the NLCD, the similar classifications from the 2013 FGEIS are listed as general comparison only.

Developed Open Space

The NLCD Legend defines developed open space as areas with less than 20% impervious surfaces, and vegetation dominated by lawn grass. Per NLCD, typically, these areas include "large-lot single-family housing units, parks, golf courses, and vegetation planted in developed settings for recreation, erosion control, or aesthetic purposes."

Various portions of developed open space can be found at the west and south edges of the Park, along Caughdenoy Road and NYS Route 31, as well as along Burnet Road. The total area defined as developed open space as part of the expanded Park is approximately 22 acres, or approximately 2% of the Park.

Developed Low Intensity

The NLCD Legend defines developed low intensity as areas with between 20-49% impervious surfaces, containing a mix of vegetation and constructed materials. These areas mostly include single family housing units.

Various areas defined as developed low intensity can be found at the west and south edges of the Park, along Caughdenoy Road and NYS Route 31, as well as towards the east side of the Park along Burnet Road. The total area defined as developed low intensity as part of the expanded footprint is approximately 4 acres, or less than 1% of the Park.

Compared to the land cover types considered in the 2013 FGEIS, developed open space and developed low intensity land cover are most like the "residential/developed" classification (see Table 3.8-1). On the previous footprint, residential/developed land cover was very minimal, taking up less than 1% of the total land cover. Based on NLCD information for the total expanded footprint, the combined developed open space and developed low intensity land cover take up approximately 3% of the total land cover on the expanded Park footprint.

Deciduous Forest

Deciduous forests are defined by the NLCD Legend as areas with trees greater than five meters tall accounting for greater than 20% of the total vegetation. Tree species which shed foliage in response to seasonal changes make up greater than 75% of tree species in these areas.

Deciduous forest areas for the proposed expanded Park constitute approximately 402 acres or about 32% of the Park, the second largest portion of the Park after pasture/hay. These forested areas were interspersed throughout the entirety of the expanded Park footprint, with large areas in the north, east, and west-central portions. Compared to the land cover types considered in the 2013 FGEIS, deciduous forest as defined by the NLCD is most like the "deciduous forest upland" cover type (see Table 3.8-1). On the

previous footprint, deciduous forest upland vegetation was only about 13% of the total vegetation/land cover types, in contrast with the 32% of deciduous forest vegetation on the expanded Park footprint.

Evergreen Forest

Evergreen forests are defined by the NLCD Legend as areas with trees greater than five meters tall accounting for greater than 20% of the total vegetation. Greater than 75% of tree species in these areas maintain their foliage year-round.

Evergreen forest areas for the expanded Park footprint represent approximately 3 acres or less than 1% of the Park. Evergreen forests occur in the northeast and south-central portion of the expanded Park footprint. Compared to the land cover types considered in the 2013 FGEIS, evergreen forest as defined by the NLCD is most like the "evergreen forest upland" cover type (see Table 3.8-1). On the previous footprint, evergreen forest upland vegetation was less than 1% of the total vegetation/land cover types, which is the same percentage of evergreen forest vegetation on the expanded Park footprint.

Mixed Forest

According to the NLCD, mixed forest areas are dominated by trees greater than five meters tall, which account for grater that 20% of the total vegetation. A mixed forest is defined as having neither deciduous nor evergreen tree species at greater than 75% of the total tree cover.

Mixed forest uplands for the expanded footprint represents approximately 4 acres or less than 1% of the Project site. Mixed forest uplands occur in the east-central and west-central portions of the Park. Compared to the land cover types considered in the 2013 FGEIS, mixed forest as defined by the NLCD is most like the "mixed forest upland" cover type (see Table 3.8-1). On the previous footprint, mixed forest upland vegetation was approximately 11% of the total vegetation/land cover types, much higher than the less than 1% of mixed forest vegetation identified by the NLCD on the expanded Park footprint.

Shrub/Scrub

In accordance with the NLCD Legend, there is a small area located east of Burnet Road identified as Shrub/Scrub. This area is defined as having shrub canopy greater that 20% of the total vegetation. The NLCD defines shrubs as less than five meters tall and can include true shrubs, young trees, or trees that exhibit stunted growth due to environmental conditions.

An area of shrub/scrub vegetation for the expanded Park footprint comprises approximately 2 acres or less than 1% of the Park. This vegetative cover is in the east-central portion of the expanded Park footprint, east of Burnet Road and surrounded by an area of pasture/hay vegetation. Compared to the land cover types considered in the 2013 FGEIS, shrub/scrub as defined by the NLCD is most like the "scrub-shrub upland" cover type (see Table 3.8-1). In the 2013 FGEIS, scrub-shrub upland vegetation was the second most abundant upland cover type, making up approximately 21% of the total cover. This is significantly higher than the less than 1% of shrub/scrub cover as defined by the NLCD within the expanded Park footprint.

Pasture/Hay

As defined by the NLCD Legend, pasture/hay is a subgroup of the "Planted/Cultivated" section. It is defined as an area where greater than 20% of the total vegetation is intended for grazing livestock or seed/hay crops. Typically planted on a perennial cycle with "grasses, legumes or grass-legume mixtures."

Pasture/Hay areas cover the largest portion of the expanded Park footprint. This vegetation cover type occurred on approximately 525 acres or about 42% of the park. The pasture/hay areas are found mainly in the central, southern, and western portions of the expanded Park footprint.

Cultivated Crops

Cultivated crops are defined by the NLCD Legend as areas of annual crop production, and all actively tilled land. The total vegetation in the area is made up of greater than 20% crop vegetation.

Cultivated crops are identified in three areas, all centrally located, in the center and in the southern portions of the expanded Park footprint. The two areas in the south are on either side of Burnet Road. The cultivated crop areas for the expanded Park make up approximately 41 acres, or about 3% of the Park.

Compared to the land cover types considered in the 2013 FGEIS, pasture/hay and cultivated crops as defined by the NLCD are most like the "open field" cover type (see Table 3.8-1). In the 2013 FGEIS, open field vegetation was the most abundant upland cover type, making up approximately 35% of the total cover within the previous footprint. This is similar to the combined pasture/hay and cultivated crops cover type as defined by the NLCD, which makes up approximately 45% of the total land cover types on the expanded Park footprint.

Utility Corridor

The vegetation/land cover types within the proposed utility corridor are not included in Table 3.8-1. The vegetation in the proposed utility corridor were not discussed in the 2013 FGEIS. The relevant land cover types within the utility corridor as defined by the NLCD are described below.

Based on preliminary review of the NLCD data most of the proposed utility corridor is comprised of pasture/hay land cover, while small portions are composed of deciduous forest, mixed forest, cultivated crops, developed open space, developed low intensity, and developed medium intensity land cover.

The land cover type found in the utility corridor is developed medium intensity land cover. Developed medium intensity cover is defined as areas with between 50-79% impervious surfaces, containing a mix of vegetation and constructed materials, according to the NLCD Legend. These areas mostly include single family housing units.

Proposed Roadway Improvements

Based on preliminary review of NLCD data, the land cover/vegetation types were identified at each proposed roadway improvement outlined in the TIS. The area surrounding and including the driveway entrance on Caughdenoy Road is made up of developed open space, developed low intensity, and pasture/hay land cover types. The area surrounding and including the driveway entrance on NYS Route

31 is comprised of developed open space, deciduous forest, shrub/scrub, pasture/hay, and cultivated crops land cover types. The area surrounding and including the Henry Clay Boulevard and NYS Route 31 intersection is made up of developed open space, developed low intensity, developed medium intensity, developed high intensity, pasture/hay, and cultivated crops land cover types. Developed high intensity land cover is defined by the NLCD as "highly developed areas where people reside or work in high numbers." This can include commercial and industrial buildings, row houses, and apartment complexes. The total cover is considered 100% impervious surface. The area surrounding and including the NYS Route 31 and Interstate 81 intersection is comprised of developed open space, developed low intensity, developed medium intensity, developed high intensity, pasture/hay, and deciduous forest land cover types.

Wetland Vegetation

The 2013 FGEIS indicates there is approximately 63.5 acres of wetlands/water cover types or approximately 18.7% of the previous footprint of the Park. The expanded Park is now approximately 249.82 acres of wetlands/water cover types or approximately 19.98% of the expanded Park footprint. The expansion of the Park increased the study area, thereby expanding the wetland cover types on site. These wetland cover types include open water, woody wetlands, and emergent herbaceous wetlands. Wetland cover types are also depicted in Figure 3.8-3. A field reconnaissance of the Park was not conducted as part of this Draft SGEIS. Depending on the location of any proposed development at the Park, a wetland delineation may be required prior to any development to collect field data on present hydrophytic vegetation and confirm the actual presence and boundaries of jurisdictional wetlands.

3.8.3 Open Water

Open water within the expanded Park footprint covers approximately 0.44 acres, or 0.04% of the Park. This cover type constitutes the smallest proportion of the site. Open water is located centrally on the east edge of the Park. Open water areas are defined as generally having less than 25% coverage in terms of vegetation or soil. The 2013 FGEIS identified open water as covering approximately 0.3 acres, or 0.1% of the site.

Woody Wetlands

Woody wetland cover types for the expanded footprint cover 220.38 acres, or 17.63% of the Park. This cover type is located mainly in the northeastern portion of the Park, with smaller areas in the western and southeastern portion of the Park.

Woody wetland cover types are defined by the NLCD Legend as areas where greater than 20% of the total vegetative cover is forest or shrubland vegetation. The soil or substrate in these areas is also covered with water or periodically saturated.

Compared to the land cover types considered in the 2013 FGEIS, deciduous forest and mixed forest wetland as defined by the NLCD are most like the "woody wetlands" cover type (see Table 3.8-1). On the approximately 339+/- acre Park site, woody wetland vegetation was the most abundant wetland cover type, making up approximately 18% of the total cover within the previous Park footprint.

Emergent Herbaceous Wetlands

Emergent herbaceous wetland cover types for the expanded Park footprint covers 29 acres, or 2.32% of the Park. This cover type can be found mainly in the northeastern portion of the Park, with small areas in the central western portion.

Emergent herbaceous wetland areas are similarly defined as emergent wetlands, as areas where the soil or substrate is either covered with water or periodically saturated. The NLCD Legend defines emergent herbaceous wetlands as areas where 80% of the total vegetative cover is perennial herbaceous vegetation.

Compared to the land cover types considered in the 2013 FGEIS, emergent wetland, wet meadow, and scrub-shrub wetland, as defined by the NLCD are most like the "emergent wetlands" cover type (see Table 3.8-1).

Proposed Utility Line Routes and Roadway Improvement Areas

The NWI maps identified Mud Creek (R2UBH) and Shaver Creek (R5UBH) flowing adjacent to and throughout the proposed utility corridor. Mapped wetland areas along Mud Creek and Shaver Creek are made up of woody wetlands, scrub-shrub, and emergent land cover types. The NWI maps also identified small freshwater ponds located throughout the Park.

The NWI maps identified an unnamed tributary (R5UBH) flowing parallel to the proposed I-81/NYS Route 31 Interchange roadway improvement area. Mapped wetland areas along the unnamed tributary are identified as a freshwater emergent wetland. The NWI maps also identifies a large freshwater pond (open waters) located southeast of the Project site. The proposed roadway improvements will have no impact on the freshwater pond.

The NLCD did not identify wetland cover types located within the proposed roadway improvement areas of Caughdenoy Road, Henry Clay Boulevard or NYS Route 31. The NWI map did identify a freshwater forested/shrub wetland located southeast from the Caughdenoy Road improvement area, but it is off-site.

A field reconnaissance will be necessary to identify dominant hydrophytic vegetation within the utility corridor and the roadway improvement areas.

3.8.4 Wildlife

A comprehensive investigation was prepared for the western portion of the Project site in 2010 by Terrestrial Environmental Specialists, Inc. (TES) of Phoenix, New York to assess the onsite wildlife and habitats. The *Vegetation and Wildlife Resources at the Onondaga County Industrial Agency Site, July 2010* ("TES report"), which was included in the 2013 FGEIS (Draft Appendix E), identified common amphibian, reptile, bird, and mammal species through field reconnaissance. The common species observed are included in the following table. Land cover types on site are described above in section 3.8.2 in detail and depicted on Figure 3.8-3.

Table 3.8-2 Common Species			
AMPHIBIANS (5 Species)	**REPTILES (2 Species)**	**BIRDS (68 Species)**	**MAMMALS (6 Species)**
Eastern American toad	Painted turtle	*General Site:* Ruffed grouse; great-crested flycatcher; red-eyed vireo; tufted titmouse; white-breasted nuthatch; wood thrush; American redstart; and ovenbird	Woodchuck
Gray tree frog	Common garter snake	*Within the deciduous forested areas:* Black-billed cuckoo, eastern wood pee-wee, blackburnian warbler, and black-and-white warbler (*observed during breeding season)	Eastern chipmunk
American bullfrog		*Within open fields:* Red-tailed hawk; eastern kingbird; tree swallow; barn swallow; bobolink; field sparrow; savannah sparrow; and song sparrow	Gray squirrel
Northern green frog		*Within shrublands:* Alder flycatcher; willow flycatcher; eastern kingbird; gray catbird; blue-winged warbler; yellow warbler; common yellowthroat; eastern towhee; swamp sparrow; dark-eyed junco; northern cardinal; rose-breasted grosbeak; indigo bunting; red-winged blackbird, brown-headed cowbird; Baltimore oriole; and American goldfinch	Coyote*
Wood frog		*Within deciduous forest wetland habitat:* Hairy woodpecker; pileated woodpecker; wood veery; thrush; and common yellowthroat	Raccoon*
		Within wetland areas: Wood duck; magnolia warbler; and northern waterthrush.	White-tailed deer*
		Species observed flying over the site from the open utility corridor: Osprey and sharp-shinned hawk** (**species listed as special concern in New York State)	

* The presence of coyote, raccoon, and white-tailed deer were detected by tracks and scat.

It is anticipated that the remainder of the expanded area of the Park, which was not surveyed by TES, would include species like those identified above (and in the 2013 FGEIS), as the land cover types and habitats are similar. It is furthermore anticipated that several of the smaller transient species listed above would likely frequent the proposed utility corridors and roadway improvement areas. Field reconnaissance of the expanded Park, proposed utility corridors and roadway improvement areas can confirm this once specific development is proposed.

3.8.5 Threatened and Endangered Species

Per the NYSDEC EAF Mapper and NYSDEC Environmental Resource Mapper, there are no critical environmental areas or significant natural communities within or in the vicinity of the park. This is consistent with the original findings in the 2013 FGEIS.

To determine whether listed threatened or endangered species or critical habitats are located on or in the vicinity of the Park, coordination with the New York Natural Heritage Program (NYNHP) was conducted (March 26, 2021). The evaluation also included a review of the United States Fish and Wildlife Service's (USFWS) website including the Information, Planning, and Consultation (IPaC) System, the NYSDEC EAF Mapper, and the NYSDEC Environmental Resource Mapper. Copies of the supporting documentation, including the USFWS Official Species List and NYNHP correspondences are included in Appendix A.

The NYSDEC Environmental Resource Mapper did not identify any rare or state-listed species or natural communities in the expanded Park area that were not previously identified in 2013. The NYSDEC EAF Mapper identified the Sedge wren (*Cistothorus platensis)* and Indiana bat (*Myotis sodalis*) as potentially occurring in the Park. (Both screening tools accessed on April 13, 2021; See Appendix A.) Although the NYNHP screening results from the March 2021 request have not been received as of the date of this report, the last correspondence from NYNHP, dated May 14, 2010 is consistent with the NYSDEC EAF Mapper findings, which identified the Sedge wren. Specifically, the May 2010 NYNHP response letter indicated the Sedge wren as occurring on or in the immediate vicinity of the site. Although, Sedge wrens are typically found in wet meadows, shallow emergent marshes, bogs, and fens (NYNHP 2009b), TES concluded in their 2010 report, that "while limited amounts of wet meadow and emergent wetland occur on the site, the nature of these areas does not represent appropriate habitat for this species. Therefore, Sedge wren is not expected to occur on the site." (TES, 2010)

The USFWS IPaC search results identified the following federally listed endangered (E), threatened (T), and candidate species as being known or likely to occur in or in the vicinity of the expanded Park area:

Table 3.8-3: USFWS Endangered and Threatened Species

ANIMALS
Indiana bat (E) *(Myotis sodalis)*
Eastern massasauga (T)* *(Sistrurus catenatus)* *State-listed as endangered

Both the eastern massasauga and Indiana bat were described in detail in the 2013 FGEIS. Descriptions of each species are also included below for the purpose of the expanded Park footprint and to reflect the most current information available. The 2013 FGEIS also included a discussion of the Bog turtle, but recent search findings did not indicate the potential for this species. (See Appendix A.)

The Eastern massasauga (Sistrurus catenatus) rattlesnake is state listed as endangered and federally listed as threatened. According to the TES report, Eastern massasauga is known to occur in only one location within Onondaga County: within the northeastern portion of the County. Massasaugas use wetland habitats such as fens, marshes, and wet prairies during hibernation and use associated uplands for foraging during the active season (Gibbs et al. 2007). Due to habitat limitations, Eastern massasaugas are not likely to occur on or in the vicinity of the Park. Furthermore, the NYNHP did not list the Eastern massasauga as occurring or likely to occur within the Park.

The Indiana bat (Myotis sodalis) is both state-listed and federally listed as endangered. The species hibernates in caves and mines during the winter months and uses wooded areas in association with rivers and wetland complexes, such as floodplain forests, during the spring and summer months. Species with exfoliating or furrowed bark, such as shagbark hickory and silver maple, as well as dead trees or snags, are typically used for roosting. According to the TES report, one hibernaculum is known to exist in Onondaga County. This hibernaculum is approximately 14 miles from the Park (USFWS 2007). No caves occur within the Project site; therefore, it is not expected that the Indiana bat would overwinter on the site. There is potential for Indiana bat to forage and roost on the Project site in the wooded areas that contain shagbark hickory, a common roosting tree for the bat species. TES did not observe any bat species, including the Indiana bat or evidence of any species during their site investigations.

Two additional state-listed species of special concern were observed in 2010 by TES: osprey and sharp-shinned hawk. Both species were seen flying overhead near the utility corridor ROW. TES noted that habitat for the osprey does not exist onsite and although there is potential habitat for the hawk species, none were observed nesting or foraging.

No other rare, threatened, endangered or special concern species or natural communities were identified by USFWS, NYSDEC, NYNHP or TES within or in the vicinity of the Park. (See Appendix A.)

Further confirmation of the absence of these species and habitat at the park would be determined through site reconnaissance once a specific development for the Park is proposed.

3.9 Cultural & Archeological Resources

The proposed Park expansion contains approximately 1,250± acres of land, much of which was historically used for agriculture. Most of the land is presently cleared, while some is overgrown, and a portion has been used for the Clay-Teall Transmission Line. Burnet Road bisects the property and is lined on both sides with an assortment of historic-aged buildings, including residential dwellings and agricultural buildings.

A Phase I Archaeological Survey Report was conducted for the 340± acre Park footprint in 2014 which resulted in a “No Effect” finding on historic properties listed or eligible for listing in the National Register of Historic Places. In response to OCIDA’s lead agency notification letter for the SGEIS, NYSDEC provided that the statewide inventory of archaeological resources records, maintained by the New York State Museum and the New York Office of Parks, Recreation and Historic Preservation, and the expanded Park is not located within a previously designated archeological sensitive area.

No previously identified historic resources which are listed in or eligible for listing in the National Register of Historic Places are located within the expanded project area. Five previous cultural resource studies have been conducted within the immediate vicinity of the expanded Park:

- *2012 Phase IA Cultural Resources Survey Report: Clay Business Park*
  In 2012, EDR Environmental Services, LLC prepared a Phase IA Cultural Resources Survey Report which addressed the results of a cultural resource survey of the approximately 340± acre project area for the Park and the proposed 4-mile sewer line. The Phase IA Cultural Resources Survey Report recommended that no above-ground historic resources would be impacted by the proposed project, and that a limited Phase IB archaeological survey should be completed within the project area and proposed sewer line.

- *2013 Phase I Archaeological Survey Report: White Pine Commerce Park (formerly Clay Business Park)*
  In 2013, EDR Environmental Services, LLC prepared a Phase I archaeological survey report which was submitted to the New York State Historic Preservation Office (NY SHPO). The report addressed the results of an archaeological survey of the approximately 340± acre project area for the Park, as well as testing of the proposed, approximately 4-mile sewer line connecting the project site to the existing wastewater treatment facilities at the Oak Orchard WWTP. The archaeological testing discovered two previously unrecorded archaeological sites: Caughdenoy Road MDS 1 Historic Site A06703.000190 and Caughdenoy Road MDS 2 Historic Site A06703.000189. Both sites were determined ineligible for listing in the NRHP. The report indicated that no above-ground historic resources were extant within the original 340± acre project site.

- *2014 Phase IB Archeological Field Reconnaissance Clay-Teall Transmission Line, Towns of Cicero and Clay, Onondaga County, New York*
  In 2014, Hartgen Archaeological Associates, Inc. conducted a Phase IB archaeological survey prior to the installation of the Clay-Teall Transmission Line. No archaeological sites were identified as a result of the survey.

- *2019 Consultation Project 19PR04378: Burnet Road Solar Farm*
  In 2019 the NY SHPO provided a no impact determination for a solar project consisting of two ground mounted facilities totaling 8.9MW on the west side of Burnet Road within the current project area. A Phase IA/IB archaeological survey for the 19PR04378 solar facility was determined to be unwarranted and the no impact determination was provided based on the limited nature of the proposed ground disturbance associated with the proposed solar farm.

- *2019 Phase I Archaeological Survey, Davis Road Pump Station Rehabilitation Project, Town of Clay, Onondaga County, New York*
  In 2019, EDR Environmental Services, LLC completed a Phase I Archaeological Survey of for the installation of 1.1 miles of wastewater force main connecting to the Oak Orchard WWTP, installed within a trench with maximum dimensions of 5 feet deep by 8 feet wide under Verplank

Road and NYS Route 31. The Phase I Survey Report recommended that no significant historic resources would be impacted by the project.

- *2020 Environmental Assessment Form*
  In 2020, a Full Environmental Assessment Form was completed for the expanded project area on behalf of the Onondaga County Industrial Development Agency (OCIDA). The Environmental Assessment Form noted that no NRHP listed/eligible sites were located within the project area, and that no designated sensitive archaeological areas are adjacent, but also noted that the "proposed action may occur in or adjacent to a historic or archaeological resource."

3.9.1 Historic Resources

Per the New York State Cultural Resource Information System[20] (NYS CRIS), 13 previously identified above-ground historic resources are located within the expanded Park. Two of these resources are located on the north side of NYS Route 31 and the remaining 11 resources are located along Burnet Road. Seventeen additional previously evaluated resources are located within the immediate vicinity of the expanded Park. Of the 30 previously identified resources one resource has been determined eligible for listing in the NRHP by the NY SHPO and 20 have been determined ineligible. The eligibility status of the remaining 9 resources is undetermined. The single eligible resource is located on the south side of NYS Route 31 (Figure 3.9-1).

Three previously identified historic period archaeological sites are located within the expanded Park. Two of these sites were identified during the 2013 Phase I archaeological survey conducted on the west side of the Project site and have been determined not eligible for listing in the NRHP. The third site is located along the proposed sewer line and has been determined not eligible for listing in the NRHP.

Residential and agricultural properties constructed prior to 1972 meet the age requirement for consideration for listing in the NRHP. Based on a review of historic aerial photographs, approximately 26 structures which have not been previously evaluated for NRHP eligibility are in the vicinity of the expanded Park and associated utility and roadway corridors. One property on Caughdenoy Road, two on NYS Route 31, and approximately eight properties on Burnet Road contain buildings which appear to have been constructed prior to 1895. Based on historic aerial photographs, most of the remaining historic-age properties appear to have been constructed between 1956 and 1972. The proposed underground utility corridors are primarily located within existing rights-of-way and their construction is not likely to impact above-ground historic resources in the vicinity of the proposed routes.

3.9.2 Archaeological Resources

According to NYS CRIS, the expanded Park is not located within an archaeologically sensitive zone. Small portions of the utility corridors map overlap with archaeologically sensitive zones near previously identified historic-period archaeological sites, but the utility corridors are primarily within previously disturbed areas and rights-of-way.

[20] New York State Cultural Resources Information System (https://cris.parks.ny.gov/Default.aspx).

3.10 Visual Environment & Aesthetic Resources

3.10.1 Viewshed Existing Conditions

The Park is presently undeveloped and generally consists of a mix of large upland areas of open field (former agricultural land), shrub and woodland areas interspersed with wetland areas as described in Section 3.8. Topography in the area is generally flat to gently sloping. In general, the predominance of vegetation surrounding the Project site and the relative lack of development contributes to the area's rural character. This character is influenced by former farmsteads, scattered housing, accessory structures (garages, sheds) and some small business and industrial uses primarily along Caughdenoy Road and NYS Route 31. Typical views are shown below.

This view is looking at the central portion of the Park from Caughdenoy Road during leaf-off season.

Looking north towards the southernmost portion of the Park from NYS Route 31 during leaf-on season.

National Grid's Clay electrical substation west of the Project site and the transmission towers and high voltage power lines that spread outward from the substation into and across the northern one-third of the site are dominant elements in the local visual environment. The existing CSX rail line also contributes to the somewhat industrial nature of the area. A cell tower located north of NYS Route 31 near the Project site's southeastern corner as seen above also influences local views near the site.

Looking at the northern portion of the Park at the CSX rail line and transmission lines during leaf-off season.

Looking north along Caughdenoy Road during leaf-on season. The Park is to the right.

The relative lack of significant development in the immediate vicinity of the Park, especially views from NYS Route 31 and points east, west, and south of the NYS Route 31 corridor creates the sense of a rural area both during daytime and nighttime periods. Nighttime lighting is generated by existing residential and small businesses as well as by vehicular traffic on local roads. More suburban areas are located one-half mile or more to the east, west, and south where residential and commercial development has been occurring in recent years.

Distant views of the Park are very limited due to existing stands of woodland and shrub vegetation. The area lacks elevated viewpoints from which the Project site can be seen. Most views are therefore highly localized and in general well within one to two miles or less from areas surrounding the Project site. Views of the Park are most significant from Caughdenoy Road and to the east across open fields and farmlands and former farmlands along Burnet Road.

In late 2000, Integrated Site, Landscape Architect, P.C., a consulting firm, conducted a viewshed analysis of the Park to determine the potential visual impact of a semiconductor manufacturing plant considered for the Park at that time. Elements of that study and its conclusions remain valid and are discussed in Appendix D.

3.10.2 Lighting Existing Conditions

The Project site is predominantly undeveloped, therefore, there is very little light being generated from the site. Light generating sources onsite include two residences along Caughdenoy Road, three residences along NYS Route 31, 17 residences along the west side of Burnet Road, and the cell tower located onsite along NYS Route 31. The residences generate light from typical exterior residential lighting (porch lights and house or ground mounted flood lights). Those light sources generally have a limited range of visibility from offsite. Should the residences remain after the development, there are no requirements for mitigation of the residential lighting.

The cell tower along NYS Route 31 has two red warning lights mounted approximately at the mid-point of the tower. These are visible within a quarter mile approaching the tower in both directions. This lighting type, color, and intensity is typically dictated by FAA standards for obstruction marking and lighting. The cell tower will require relocation to an area outside the Park boundary, however, given the relatively close proximity to the Syracuse Hancock International Airport, the new cell tower will may require similar lighting.

3.11 Noise

3.11.1 Background

Noise is a common consideration in environmental reviews of projects under SEQRA (6 NYCRR 617.2(1)). A substantial change in noise levels can have a significant adverse impact on the environment. The NYSDEC has published a guidance document, *Assessing and Mitigating Noise Impacts*[21] for

[21] Assessing and Mitigating Noise Impacts, New York State Department of Environmental Conservation Program Policy DEP-00-1, October 6, 2000; Revised February 2, 2001

assessing noise impacts. Information contained in NYSDEC guidance is the basis for the generic discussion of noise in this DGEIS. NYSDEC guidance defines noise as:

> *"…any loud, discordant or disagreeable sound or sounds. More commonly, in an environmental context, noise is defined simply as unwanted sound. Certain activities inherently produce sound levels or sound characteristics that have the potential to create noise. The sound generated by proposed or existing facilities may become noise due to land use surrounding the facility. When lands adjoining an existing or proposed facility contain residential, commercial, institutional, or recreational uses that are proximal to the facility, noise is likely to be a matter of concern to residents or users of adjacent lands."*

Noise is considered unwanted sound. The sound we hear is comprised of mechanical longitudinal waves with frequencies in the audible spectrum. Sound characteristics and impacts vary with frequency. Human hearing is more sensitive to sounds in higher frequencies than to sounds in the lower frequencies. An electronic scale called the "A-scale weighting network" can be applied to closely resemble human hearing. A-weighted sound levels are particularly useful noise impact assessments in relation to human hearing and are specified by NYSDEC guidance as a primary assessment metric.

Sound intensity is a measure of the magnitude of the sound pressure level (SPL), on a logarithmic scale expressed in units called decibels (dB). When noise is measured in decibels with A-scale weighting, the magnitude of the sound is expressed as "dB(A)" or "dBA."

Sound level intensity typically varies over time and can be measured or represented as an instantaneous level, or over various periods of time as threshold levels or average levels. The equivalent sound level, or L_{eq}, was developed to quantify the time-varying pattern of noise. The L_{eq} descriptor, as it is known, quantifies the average energy content of sounds over a selected period, most commonly one hour for most noise studies. The L_{eq} is typically used to conduct impacts analysis under "worst-case" conditions.

3.11.2 Town of Clay Regulations

The Town of Clay has a noise ordinance to regulate noise levels in the community. Section 152-4 of the Town Code limits non-emergency construction activity to the hours between 7 a.m. to 7 p.m. weekdays and from 8 a.m. to 5 p.m. on Saturdays.

Section 152-4 also limits noise levels at property boundaries for steady state or "operational" noise to 52 dB(A) between 7 a.m. and 9 p.m., and to 45 dB(A) between 9 p.m. and 7 a.m. These limits apply to sources that emit sounds of consistent intensity.

Transient and impulsive or fluctuating sound sources are limited to 72 dB(A) between 7 a.m. and 9 p.m. and to 65 dB(A) between 9 p.m. and 7 a.m., as observed at the property line.

Section 230-17 Industrial Districts of the Town Zoning Code contains performance standards for all industrial districts. It states:

(1) "Noise. No land use activity shall emit noise measured at the property lines of the subject property exceeding 70 decibels between 6:00 a.m. and 10:00 p.m., or 60 decibels between 10:00 p.m. and 6:00 a.m. These maximum sound levels may be intermittently exceeded by not more than seven decibels for a maximum of six minutes during any sixty-minute period. Any land use activity on property that is entirely or partially within 500 feet of a Residential Zone District shall be subject to the more restrictive noise standards of either this section or of the Town of Clay Code, Chapter 152." (as stated above).

The Project's relationship to the ordinance is discussed in Chapter 4, Section 4.11.1.1

3.11.3 Town of Cicero Regulations

The proposed Project includes potential transportation improvements within the Town of Cicero. The Town of Cicero has a noise ordinance to regulate noise levels in the community. Section 143-5 of the Town Code limits non-emergency construction activity to the hours between 7 a.m. to 8 p.m. weekdays and from 8 a.m. to 8 p.m. on Saturdays, and it is presumed that any transportation improvements undertaken in Cicero will take place within these specified hours.

The Project's relationship to the ordinance is discussed in Chapter 4, Section 4.11.1.1

3.11.4 Existing Conditions

The proposed expansion of the Park to the east and the inclusion of roadway improvements have expanded the areas requiring noise impact analysis during construction and operation activities. Additionally, previously assumed background (ambient) sound levels have been adjusted to reflect measured sound levels.

Existing noise in the proposed expanded Park area is generated mostly by vehicular traffic on NYS Route 31 and adjacent roads. Occasional freight trains traveling along the existing CSX rail line near the site, including train signal horns at the existing Caughdenoy Road grade crossing, contribute to the sound environment. Other noise sources in the area include occasional activities such as use of farm tractors and lawn mowing equipment, and wildlife sources typical of a local residential environment.

Receptors potentially sensitive to noise in the Project site are generally single- and multi-family residential homes along Caughdenoy Road, NYS Route 31, Verplank Road, and surrounding roadways. Highly sensitive receptors such as schools, libraries, hospitals, and parklands do not exist near the Park, although two local parks are located to the west and southeast along NYS Route 31.

JMT collected confirmatory day-time ambient sound level data at five representative locations around the Project site on Thursday, April 8, 2021 and April 27, 2021. Data was collected with a Class 1 noise meter over two, non-consecutive 30-minute periods at each location to ensure representative samples. Ambient sound level monitoring locations are indicated on Figure 3.11-1, and sound level measurements are summarized in Table 3.11-1. Observed daytime ambient sound levels at representative locations ranged from 48.0 dB(A) to 73.5 dB(A). Observed average daytime ambient sound levels in the vicinity of the Park currently exceed daytime sound level limits specified in the Town of Clay noise code (Section 152-4). Sound level monitoring data sheets and field notes are provided in Appendix E.

Per NYSDEC guidance, nighttime noise levels in general are typically assumed to be about 10 decibels lower than daytime levels, depending on local land uses and sources of sound. Decibel levels in the mid-40s to mid-60s range are likely typical of quiet nighttime conditions within the proposed expanded Park. Assumed nighttime ambient sound levels are listed in Table 3.11-1.

Table 3.11-1: Ambient Noise Data

Location	Date	Start Time	File #	Laeq (dB(A))	Date	Start Time	File #	Laeq (dB(A))	Average Daytime Ambient (dB(A))	Assumed Nighttime Ambient (dB(A))
A1	4/8/21	9:33	JMT.079	72.2	4/8/21	9:33	JMT.085	73.5	72.9	62.9
A2	4/8/21	10:30	JMT.081	60.8	4/8/21	10:30	JMT.087	65.3	63.6	53.6
A3	4/8/21	11:23	JMT.083	53.9	4/8/21	14:16	JMT.089	55.3	54.7	44.7
A4	4/27/21	10:29	JMT.091	69.7	4/27/21	12:59	JMT.094	70.0	69.9	59.9
A5	4/27/21	11:34	JMT.093	52.8	4/27/21	13:29	JMT.095	48.0	51.0	41.0

3.12 Human Health

Since the 2013 FGEIS, the SEQRA environmental assessment process has incorporated more specific questions about human health. Human health is not a quantifiable environmental resource with identifiable characteristics specific to the Project site. However, the SEQRA process takes human health into consideration through potential direct or indirect human health effects of a project considering certain nearby sensitive receptors, the potential to disturb contaminated soils, and potential waste generation of the project. Aspects of human health related to the generation, storage, and disposal of solid and hazardous waste are discussed in Chapter 10.

Human health considerations address potentially sensitive receptors in proximity to a project. The proposed expansion of the Park is within 1,500 feet of the recently built Cottages at Garden Grove Nursing home. This facility is approximately 200 feet east of the eastern site boundary and has a physical address of 5460 Meltzer Court, Cicero, NY. Grace Evangelical Covenant Church is also located south of the Project site at 5300 NYS Route 31 in the Town of Clay. The church, which has after-school programs for children, is located west of Burnet Road and about 2,500 feet west of a possible NYS Route 31 entrance to the expanded Park. Potential impacts and mitigation of impacts as they relate to human health are addressed in Section 4.12.

Past environmental spills of petroleum or chemicals at or adjacent to the Project site also have the potential to impact human health since contaminated soils could be disturbed during site construction. According to environmental records (ERIS Database Report)[22], a small petroleum spill occurred on the

[22] Environmental Risk Information Services (ERIS). White Pine Property, Clay, NY (November 2020)

expanded Park site at the north end of Burnet Road in September 2020. This spill involved about 2 quarts of hydraulic oil. According to New York State Department of Environmental Conservation (NYSDEC) records, the spill was satisfactorily closed on September 20, 2020.

Over the last twenty years, five other small spills have occurred at the perimeter of the proposed expanded Park along NYS Route 31 or Caughdenoy Road. All the spills have been closed to the satisfaction of NYSDEC, and no further investigation or remediation is required. Three of the spills were associated with motor vehicle incidents between 1999 and 2009. They involved spilled quantities of gasoline (10-15 gallons) or hydraulic fluid (4 gallons). Another incident in 2012 at the Clay Substation along Caughdenoy Road, was related to an equipment malfunction. It is reported that one gallon of petroleum leaked and was fully recovered. This past spill could be in the vicinity of the new electric line to be installed beneath Caughdenoy Road. However, it is not anticipated to impact that work since the small amount of leaked petroleum was fully cleaned up. The fifth spill was associated with the detection of petroleum contaminated soil that was discovered while digging a foundation in 2001 near the intersection of NYS Route 31 and Caughdenoy Road. The contaminated soil was removed. It is possible that a section of a new sewer line could be installed in this area.

Table 3.5-1 Soil Characterization

Symbol	Name	Soil Capability Class[1]	Mineral Soil Group[2,4]	Hydric Soil	Farmland Classification[3]	Drainage Class[3]	Depth to Water Table[3]	Rating for Shallow Excavation[3]	Rating for Lawns & Landscaping[3]	Rating for Local Roads[3]	Rating for Commercial Buildings[3]	% of the Expanded Site
AoA	Appleton loam, 0 to 3% slopes	3	5	No	Prime farmland if drained	Somewhat poorly drained	6-18"	Very Limited (depth to saturated, cutbanks cave, dense layer)	Very Limited (depth to saturated zone, low exchange capacity, dusty)	Very Limited (frost action, depth to saturated zone)	Very Limited (depth to saturated zone)	0.9
Cd	Canandaigua mucky silt loam	3	7	Yes	Farmland of statewide importance	Poorly drained	0"	Very Limited (ponding, depth to saturated zone)	Very Limited (ponding, depth to saturated zone)	Very limited (ponding, depth to saturated zone, frost action)	Very Limited (ponding, depth to saturated zone)	7.4
ChA	Collamer silt loam, 0 to 2% slopes	2	2	No	All areas are prime farmland	Moderately well drained	18-24"	Very Limited (depth to saturated zone, dusty, unstable excavation walls)	Somewhat Limited (depth to saturated zone)	Very Limited (frost action, depth to saturated zone, low strength)	Somewhat limited (depth to saturated zone)	3.4
ChB	Collamer silt loam, 2 to 6% slopes	2	3	No	All areas are prime farmland	Moderately well drained	18-24"	Very Limited (depth to saturated zone, dusty, unstable excavation walls)	Somewhat Limited (depth to saturated zone)	Very limited (frost action, depth to saturated zone, low strength)	Somewhat limited (depth to saturated zone)	25.2
DuC	Dunkirk silt loam, rolling	3	4	No	Farmland of statewide importance	Well drained	More than 80"	Very Limited (depth to saturated zone, dusty, unstable excavation walls)	Somewhat Limited (low exchange capacity, slope, dusty)	Very Limited (frost action, slope)	Very Limited (slope)	0.6
FL	Fluvaquents, frequently flooded	5	9	Yes	Not prime farmland	Poorly drained	0"	Very Limited (ponding, depth to saturated zone, flooding, unstable excavation walls, dusty)	Very Limited (ponding, flooding, depth to saturated zone, dusty)	Very Limited (ponding, depth to saturated zone, frost action, flooding)	Very Limited (ponding, flooding, depth to saturated zone)	1.1
Fo	Fonda mucky silty clay loam	4	7	Yes	Not prime farmland	Very poorly drained	0"	Very Limited (ponding, depth to saturated zone, dusty, unstable excavation walls)	Very Limited (ponding, organic matter content, depth to saturated zone, dusty)	Very Limited (ponding, depth to saturated zone, subsidence, frost action, low strength)	Very Limited (ponding, subsidence, depth to saturated zone)	0.9
HlA, HlB	Hilton loam, 0 to 8% slopes	2	2	No	All areas are prime farmland	Moderately well drained	18-24"	Very Limited (depth to saturated zone, unstable excavation walls, dusty)	Somewhat Limited (low exchange capacity, depth to saturated zone, dusty)	Somewhat Limited (frost action, depth to saturated zone)	Somewhat limited (depth to saturated zone, slope)	5.8
MdC	Madrid fine sandy loam, 8 to 15% slopes	3	5	No	Farmland of statewide importance	Well drained	More than 80"	Somewhat Limited (slope, unstable excavation walls)	Somewhat Limited (low exchange capacity, slope)	Somewhat Limited (slope, frost action)	Very Limited (slope)	0.9
MtA	Minoa	3	5	No	Prime farmland if drained	Somewhat poorly drained	6-18"	Very Limited (depth to saturated zone, unstable excavation walls)	Somewhat Limited (depth to saturated zone, low exchange capacity)	Very limited (frost action, depth to saturated zone)	Very Limited (depth to saturated zone)	0.2
NgA	Niagara silt loam, 0 to 4% slopes	3	4	No	Prime farmland if drained	Somewhat poorly drained	6-18"	Very Limited (depth to saturated zone,dusty, unstable excavation walls)	Somewhat Limited (depth to saturated zone, low exchange capacity, dusty)	Very Limited (frost action, depth to saturated zone)	Very Limited (depth to saturated zone)	38.1
OgB	Ontario loam, 2 to 8% slopes	2	2	No	All areas are prime farmland	Well drained	More than 80"	Somewhat Limited (unstable excavation walls, dusty)	Somewhat Limited (low exchange capacity, dusty)	Somewhat Limited (frost action)	Somewhat Limited (slope)	3.1
OgC	Ontario gravelly loam, 8 to 15% percent slopes	3	5	No	Farmland of statewide importance	Well drained	More than 80"	Somewhat Limited (slope, unstable excavation walls, dusty)	Somewhat Limited (slope, low exchange capacity, dusty)	Somewhat Limited (slope, frost action)	Very Limited (slope)	0.5
Pb	Palms	5	10	Yes	Not prime farmland	Very poorly drained	0"	Very Limited (ponding, depth to saturated zone, dusty, unstable excavation walls)	Very Limited (ponding, organic matter content, depth to saturated zone, dusty)	Very Limited (ponding, depth to saturated zone, subsidence, frost action, low strength)	Very Limited (ponding, subsidence, depth to saturated zone)	6.4
Rh	Rhinebeck silt loam	3	5	No	Prime farmland if drained	Somewhat poorly drained	6-18"	Very Limited (depth to saturated zone, too clayey, dusty, unstable excavation walls)	Somewhat Limited (depth to saturated zone, dusty)	Very Limited (frost action, low strength, depth to saturated zone, shrink-swell)	Very Limited (depth to saturated zone, shrink-swell)	2.9
WwB	Williamson silt loam, rolling or 2 to 6% slopes	2	4	No	All areas are prime farmland	Moderately well drained	13-22"	Very Limited (depth to saturated zone, dusty, unstable excavation walls)	Very Limited (low exchange capacity, depth to saturated zone, dusty)	Very Limited (frost action, depth to saturated zone, slope)	Very Limited (depth to cemented pan, depth to saturated zone, slope)	1.9
WwC	Williamson silt loam, rolling	3	5	No	Farmland of statewide importance	Moderately well drained	13-22"	Very Limited (depth to saturated zone,slope, dusty, unstable excavation walls)	Very Limited (low exchange capacity, depth to saturated zone, slope, dusty)	Very Limited (frost action, depth to saturated zone, slope)	Very Limited (depth to cemented pan, depth to saturated zone, slope)	0.3

Notes

1. Natural Resources Conservation Service (NRCS) classifies soils into capability classes based upon their potential for agricultural productivity (USDA Soil Survey of Onondaga County, NY)
2. 2021 New York State Master List of Agricultural Soils, Onondaga County, https://agriculture.ny.gov/system/files/documents/2021/01/masterlistofagriculturalsoils.pdf
3. Source: Onondaga County Soil Survey
4. New York State Mineral Soil Groups (1 CRR-NY 370.8)

Soil Productivity Index	Soil Group
90 – 100	1
80 – 89	2
70 – 79	3
60 – 69	4
50 – 59	5
40 – 49	6
30 – 39	7
29 or less - Marginal cultivated uses	8
Soils not suitable for pasture or other cultivated uses and not identified above or below	9
Marsh, wetlands and organics not farmed	10

Figure 3.8-2:
Uitility Corridor Wetlands

Legend

- White Pine Site Boundary
- Proposed Gas Line
- Proposed Sewer Line
- Wetlands 2013 FGEIS
- NYSDEC Wetlands
- NYSDEC Wetlands Checkzones

National Wetland Inventory

- Freshwater Forested/Shrub Wetland
- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

Wetlands 2013 FGEIS: Wetlands delineation was conducted by Terrestrial Environmental Specialists (TES), Inc. in June of 2013.

0 0.2 0.4 Miles

Scale: 1" = 0.20 mile

Date Printed: 4/27/2021

Data Sources:
New York State, Maxar, Esri Community Maps Contributors, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, U.S. Fish and Wildlife Service, National Standards and Support Team, wetlands_team@fws.gov | New York State, Maxar | Esri, HERE, Garmin
NYS Department of Environmental Conservation, Environmental Resource Mapper, State Regulated Wetlands

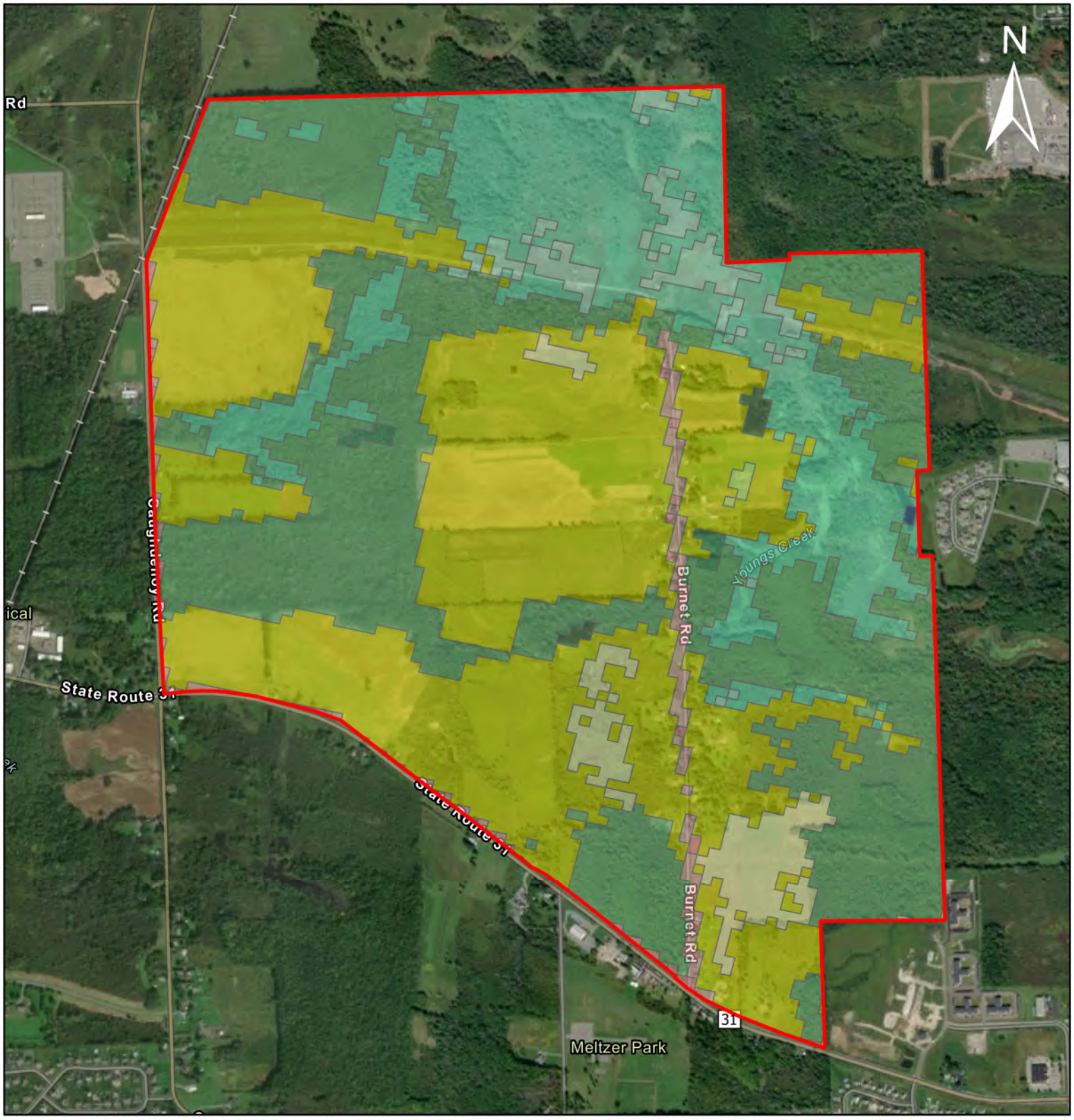


Figure 3.8-3
Land Cover Types

0 0.13 0.25 Miles

Scale: 1 inch = .25 miles

Date Printed: 4/26/2021

Legend

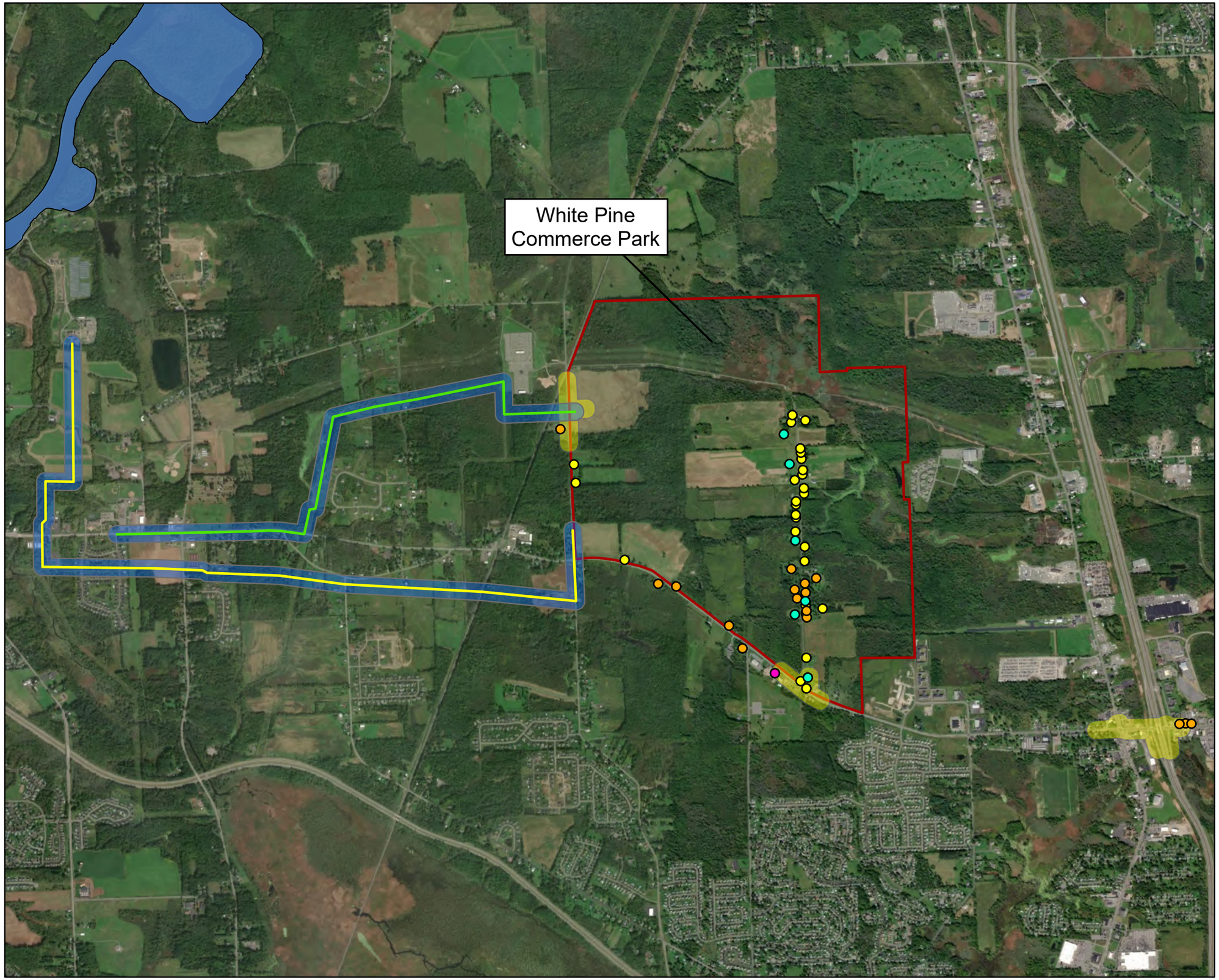
- White Pine Site Boundary
- Open Water
- Developed Open Space
- Developed Low Intensity
- Deciduous Forest
- Evergreen Forest
- Mixed Forest
- Shrub/Scrub
- Pasture/Hay
- Cultivated Crops
- Woody Wetlands
- Emergent Herbaceous Wetlands

Data Sources: New York State, Maxar, Esri Community Maps Contributors, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA
https://utility.arcgis.com/usrsvcs/servers/296c2474ac94415dab80067c3f5ffe94/services/USA_NLCD_Land_Cover/ImageServer

Figure 3.9-1

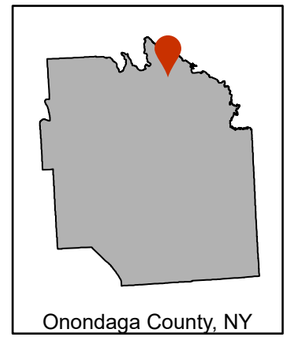
Architectural Resources

White Pine Commerce Park
Onondaga County Industrial Development Agency



Legend

- Non-Historic
- Not Eligible (per SHPO)
- Unevaluated (per SHPO)
- Previously Unsurveyed
- Proposed Gas Line
- Proposed Sewer Line
- Roadway Improvement APE
- Utility 200' APE
- White Pine Commerce Park Site



0 0.17 0.35 0.7 Miles

Date Printed:

Data Sources:
New York State, Maxar

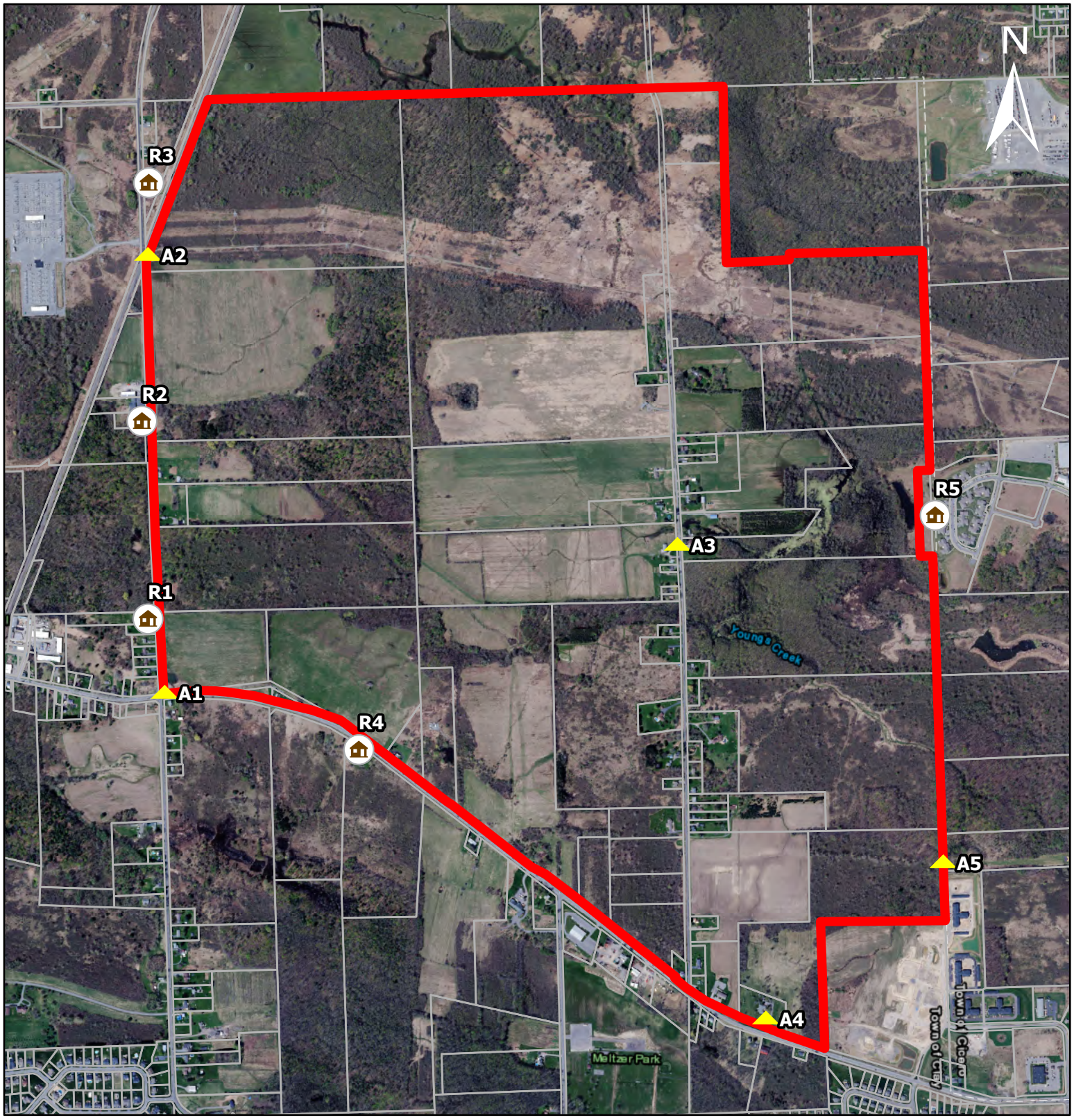


Figure 3.11-1:
SOUND LEVEL MONITORING AND RECEPTOR LOCATIONS

0 0.13 0.25 Miles

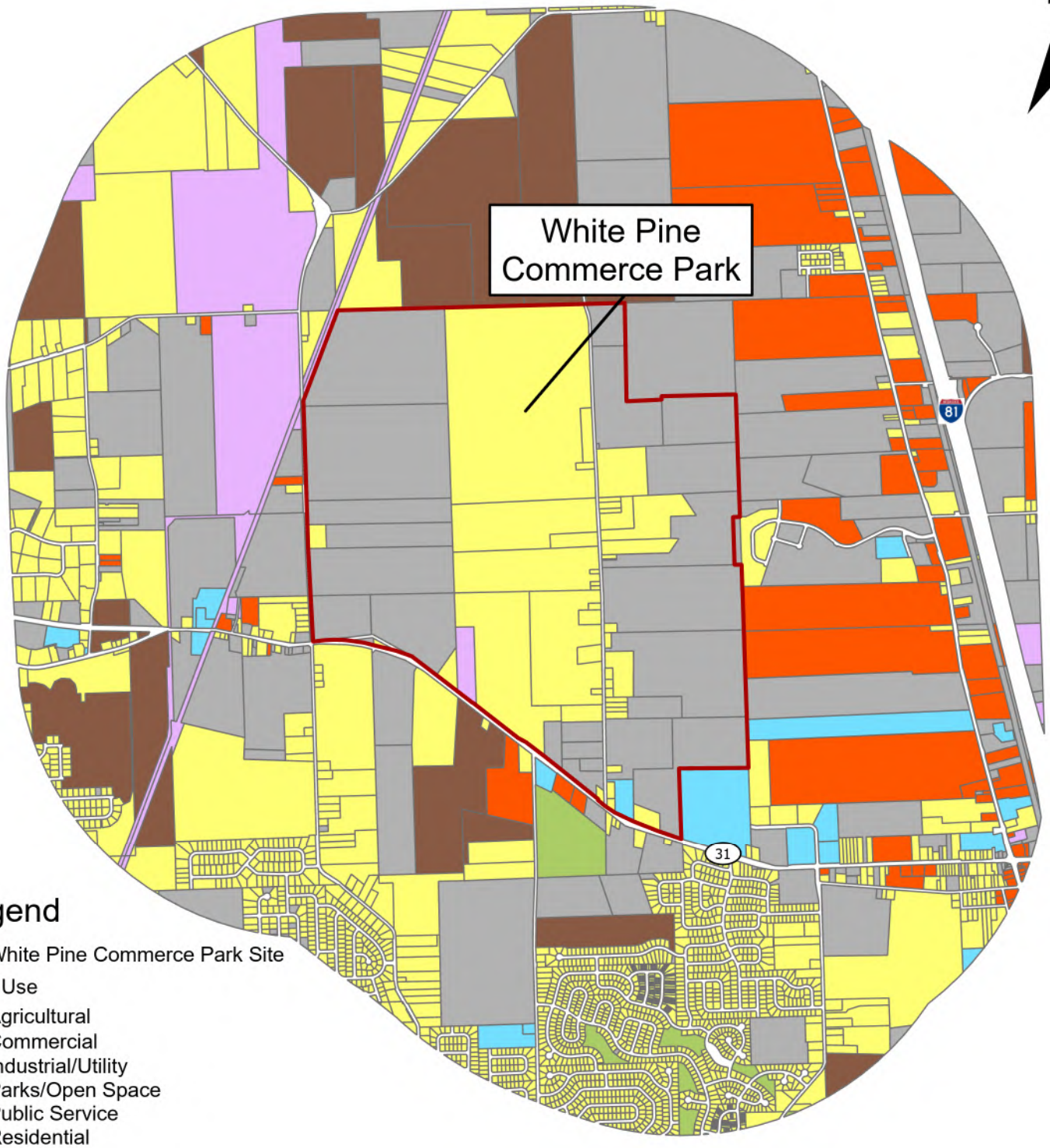
Scale: 1 inch = 0.25 miles

Date Printed: 4/27/2021 3:42

Legend

- White Pine Commerce Park
- Parcel Boundaries
- Ambient Monitoring Locations
- Noise Receptors

Data Sources:
Esri, HERE, Garmin, iPC;
Parcel data obtained from Syracuse-Onondaga County Planning Agency on 2/25/21
Note: All boundaries and locations are approximate where shown.



Onondaga County, NY

Figure 3.1-1

Existing Land Use

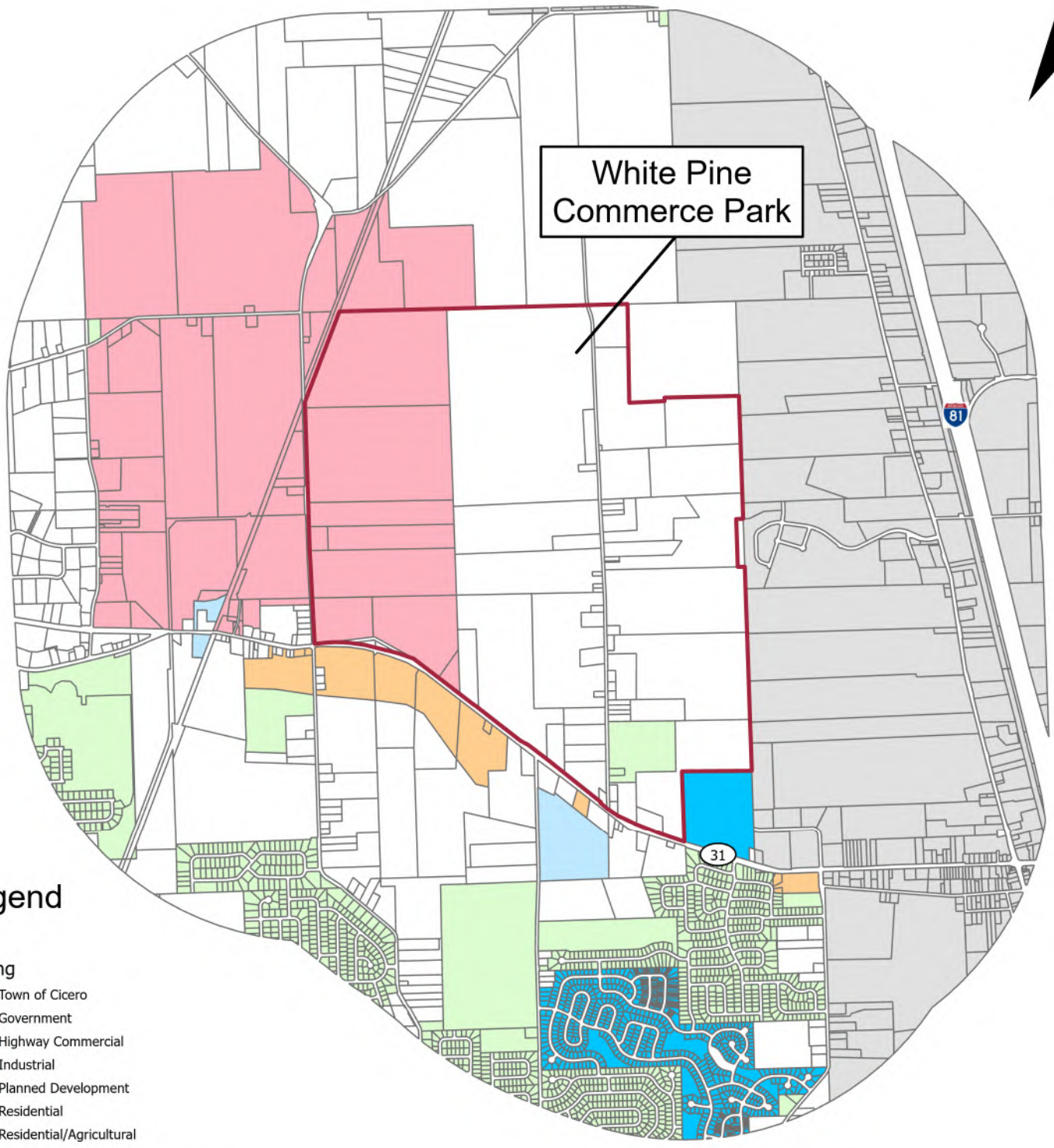
White Pine Commerce Park
Onondaga County Industrial Development Agency

0 0.25 0.5 Miles

Scale: 1 inch = .5 miles

Date Printed: 4/25/2021

Data Sources: Onondaga County parcel data provided by SOCPA, Town of Clay Zoning Data (2016),
Note: Map shows land uses within 1-mile buffer of White Pine Commerce Park.



Legend

Zoning

- Town of Cicero
- Government
- Highway Commercial
- Industrial
- Planned Development
- Residential
- Residential/Agricultural

Onondaga County, NY

Figure 3.1-2

Existing Zoning Map

White Pine Commerce Park
Onondaga County Industrial Development Agency

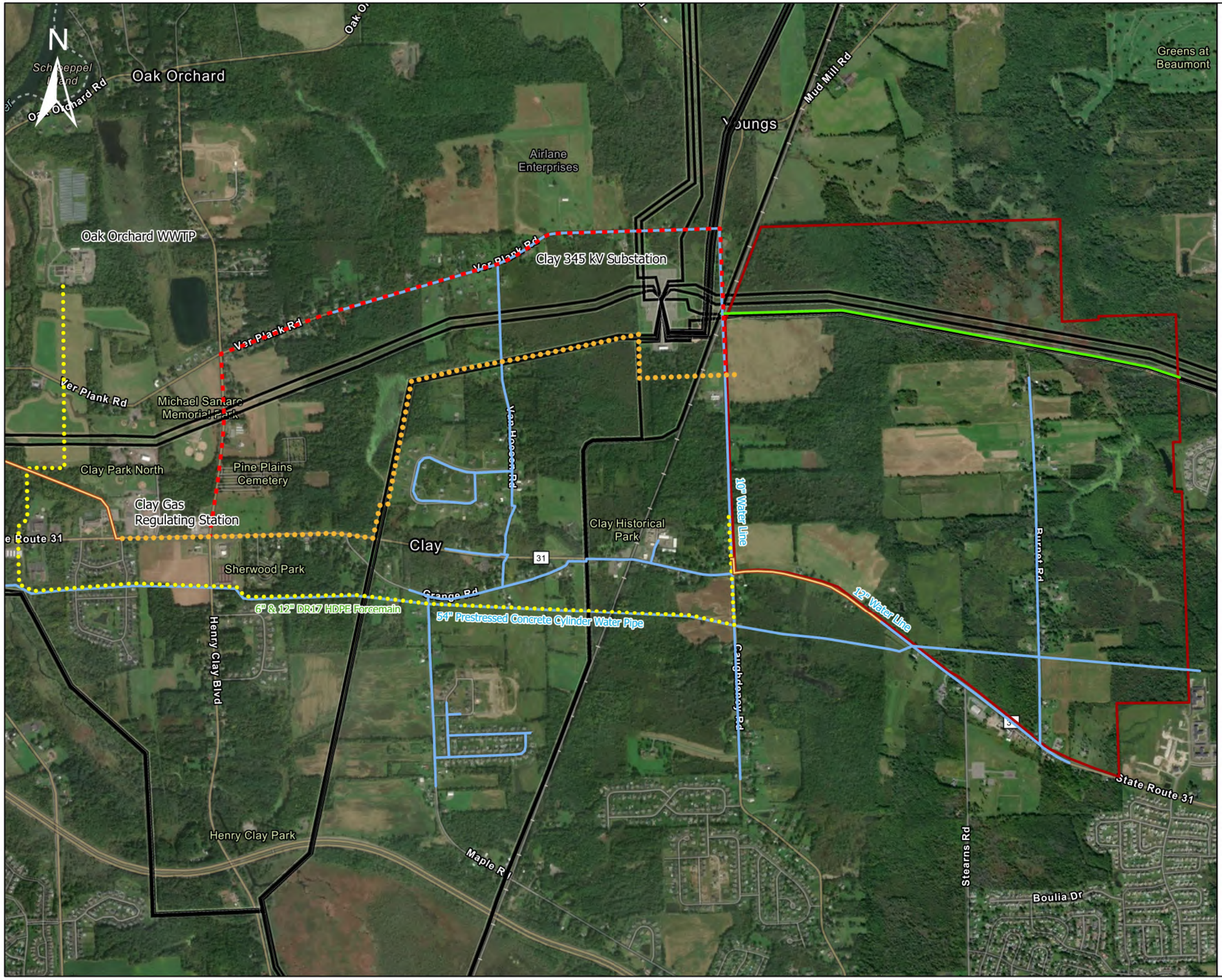
0 0.25 0.5 Miles

Scale: 1 inch = .5 miles

Date Printed: 4/25/2021
Data Sources: Onondaga County Parcel Data provided by SOCPA, Town of Clay Zoning Data (2016)

Figure 3.4-1
Existing and Proposed Utilities

White Pine Commerce Park
Onondaga County Industrial Development Agency



Legend

- Proposed Gas Line Route
- Alternative Gas Line Route
- Existing Gas Pipeline
- Proposed Sewer Line
- Water Line
- Existing Transmission Lines
- Fiber-Optic Line
- White Pine Commerce Park Site

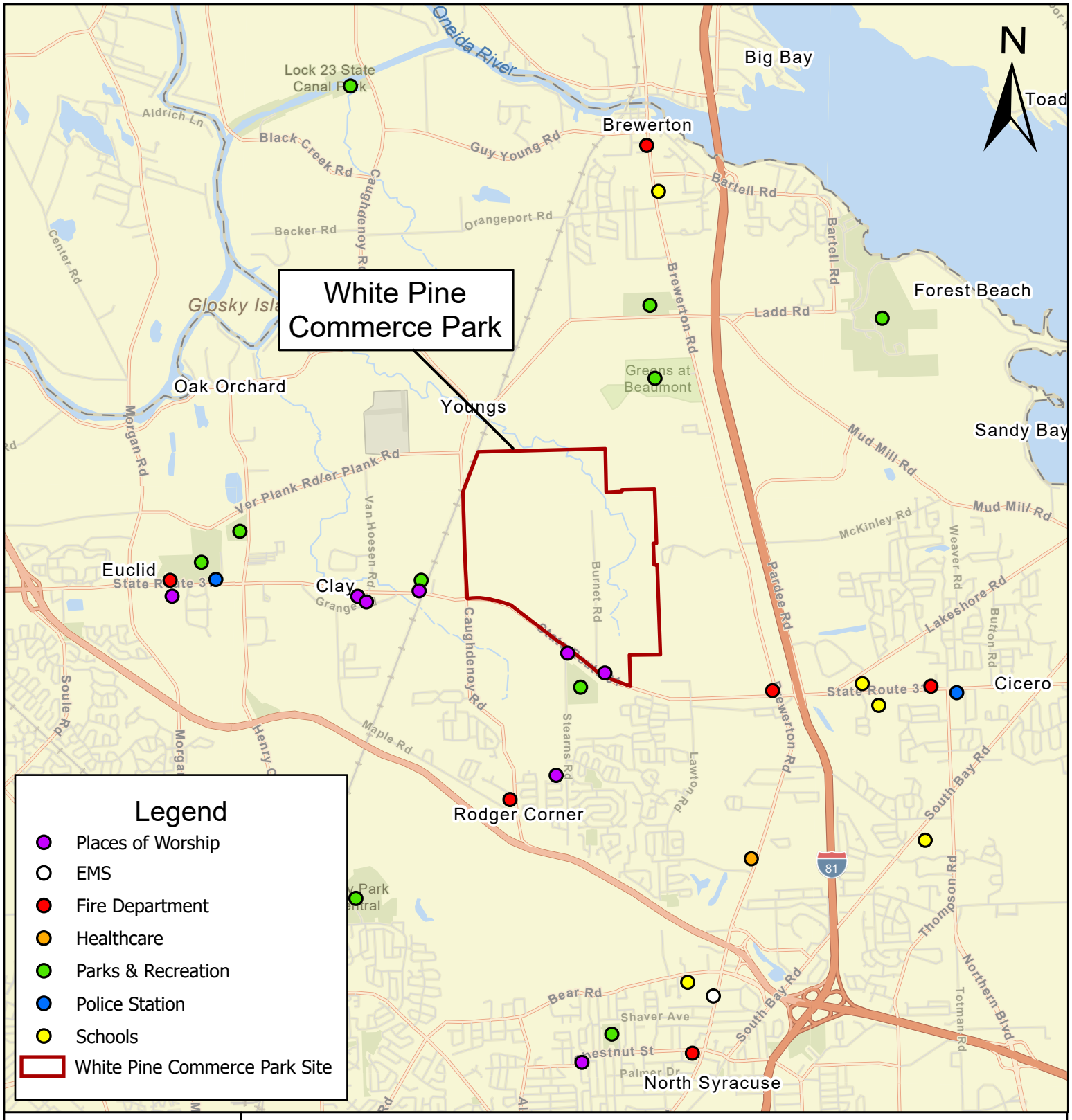
0 0.25 0.5 Miles

Scale: 1 Inch = 0.3 Mile

Date Printed: 4/26/2021 5:02 PM

Data Sources:

New York State, Maxar, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA
Ramboll US Corp. (3/19/21), NYS Electric Transmission Lines of 115kv and above. Digitized from NYPP map (2010) at 1:1,000,000 scale.



Onondaga County, NY

Figure 3.4-2: Community Services

White Pine Commerce Park
Onondaga County Industrial Development Agency

0 0.5 1 Miles

Scale: 1 inch = .4 miles

Date Printed: 4/8/2021

Data Sources: Onondaga County Parcel Data, Town of Clay Zoning Data (2016), Esri Canada, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

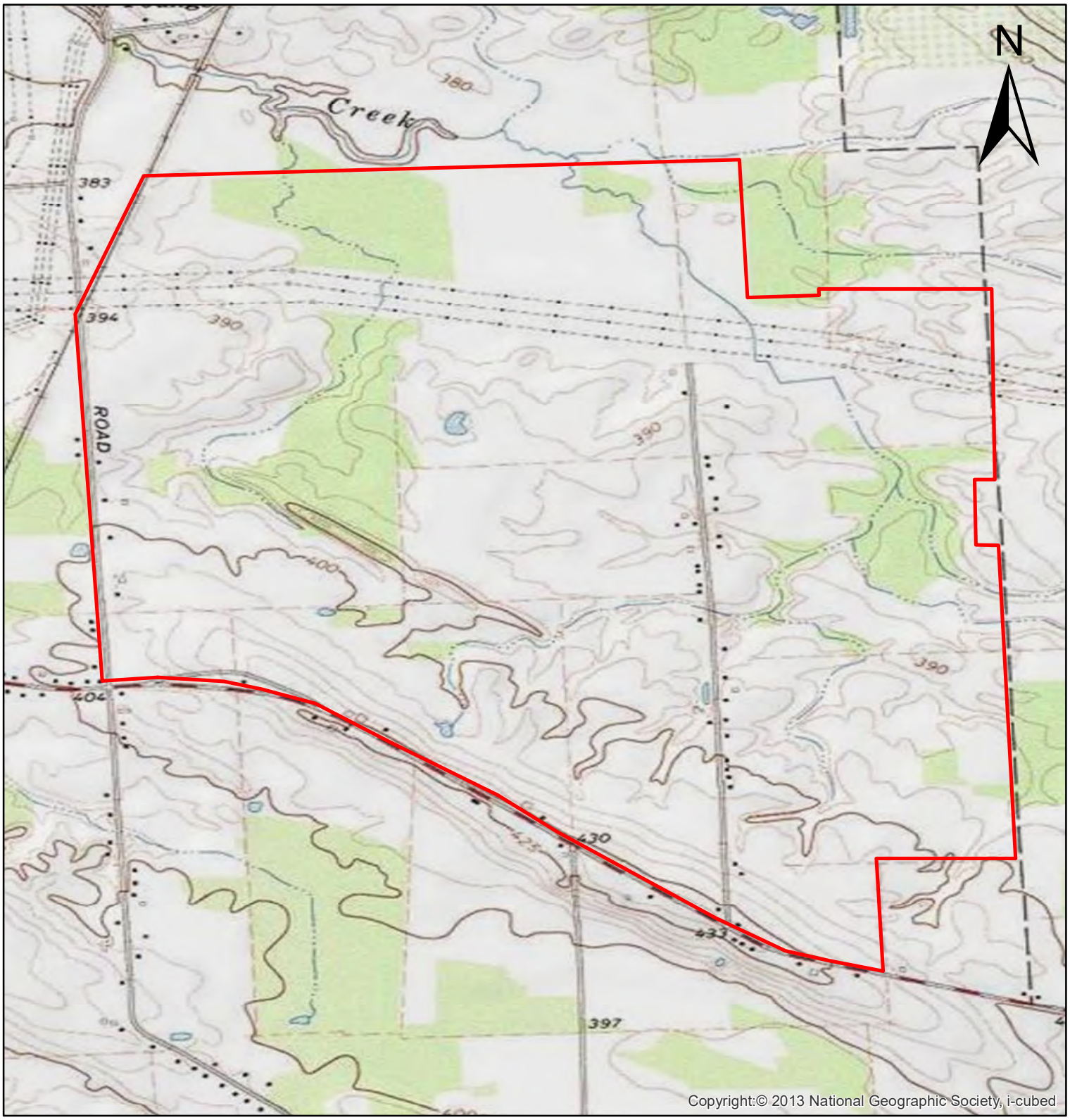


Figure 3.5-1:
Topography

Legend

White Pine Commerce Park

0 0.25 0.5 Miles

Scale: 1 inch = 0.5 miles
Date Printed: April 21, 2021
Data Sources: ESRI, National Geographic Society

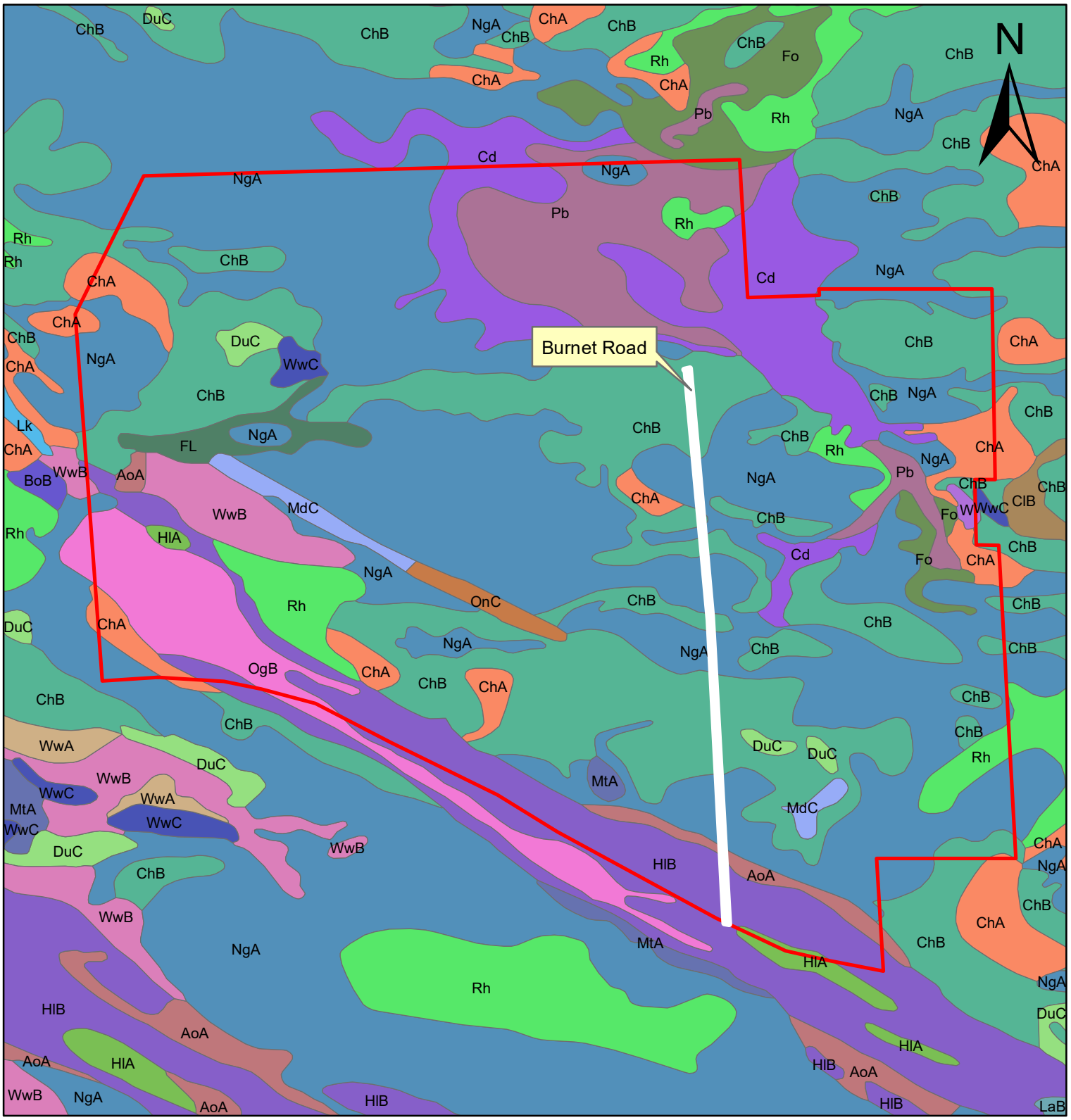


Figure 3.5-2:
Soils

Legend

White Pine Commerce Park

0 0.25 0.5 Miles

Note:
Refer to Table 3.5-1 for Soil Abbreviations

Scale: 1 inch = 0.5 miles
Date Printed: April 21, 2021
Data Sources: ESRI, CUGIR, Soil Survey Geographic SSURGO Database

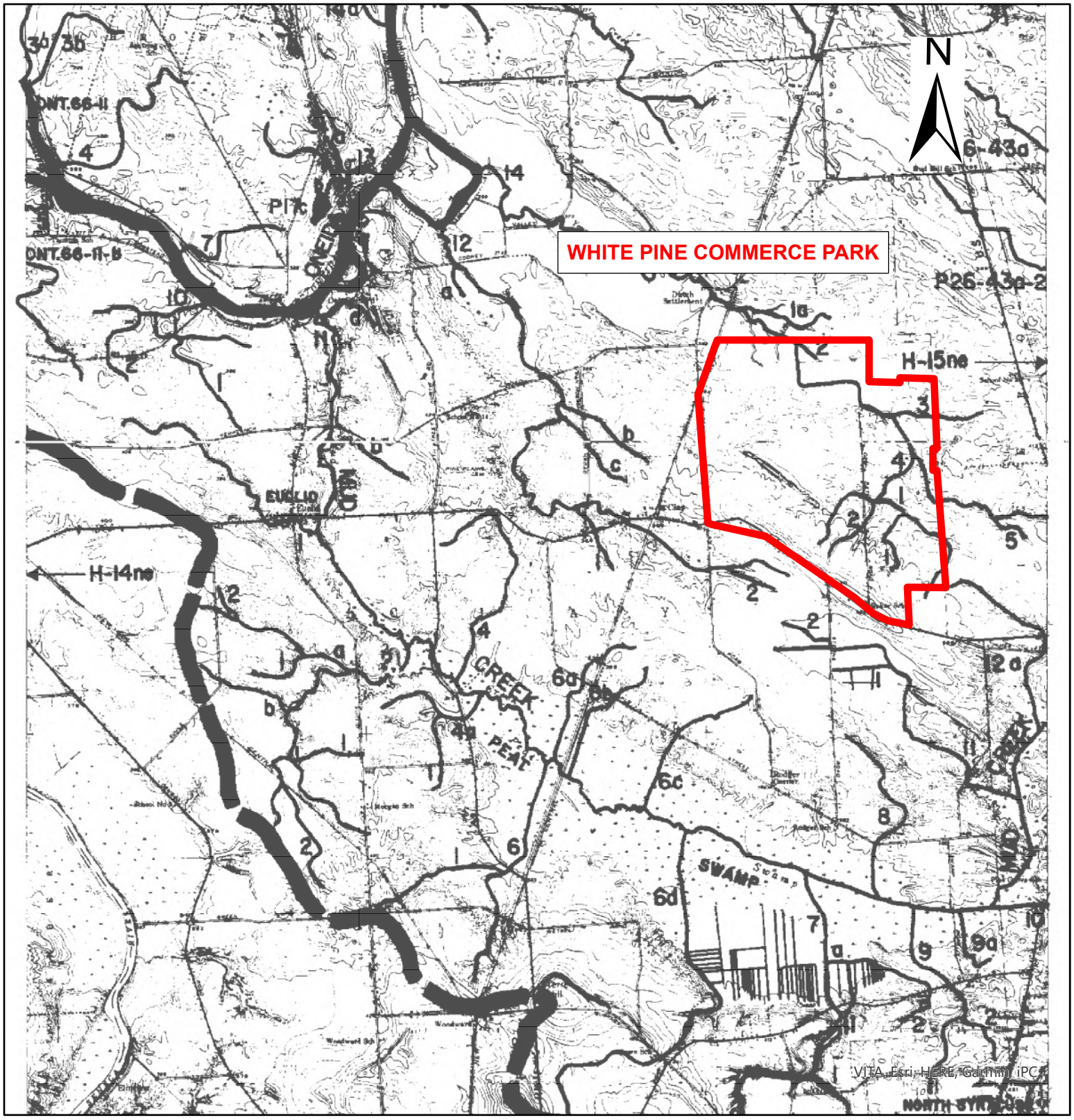


Figure 3.6-1:

NYSDEC STREAM CLASSIFICATIONS QUADRANGLE MAP H-15nw

Legend

White Pine Commerce Park

NOT TO SCALE

Date Printed: 4/22/2021

Data Sources:

NYSDEC Title 6 NYCRR, Chapter X, Article 14, Part 899.7 (1994), Map H-15nw Article 14, Part 899.7 (1994) Map H-15nw

Boundaries are approximate where shown.

Figure 3.6-2:

WATER QUALITY CLASSIFICATIONS

White Pine Commerce Park
Onondaga County Industrial Development Agency

N

Legend

- White Pine Commerce Park
- Proposed Sewer Line
- Proposed Gas Line
- NYSDEC Water Classifications

0 0.5 1 Miles

Scale: 1 Inch = 0.5 Mile

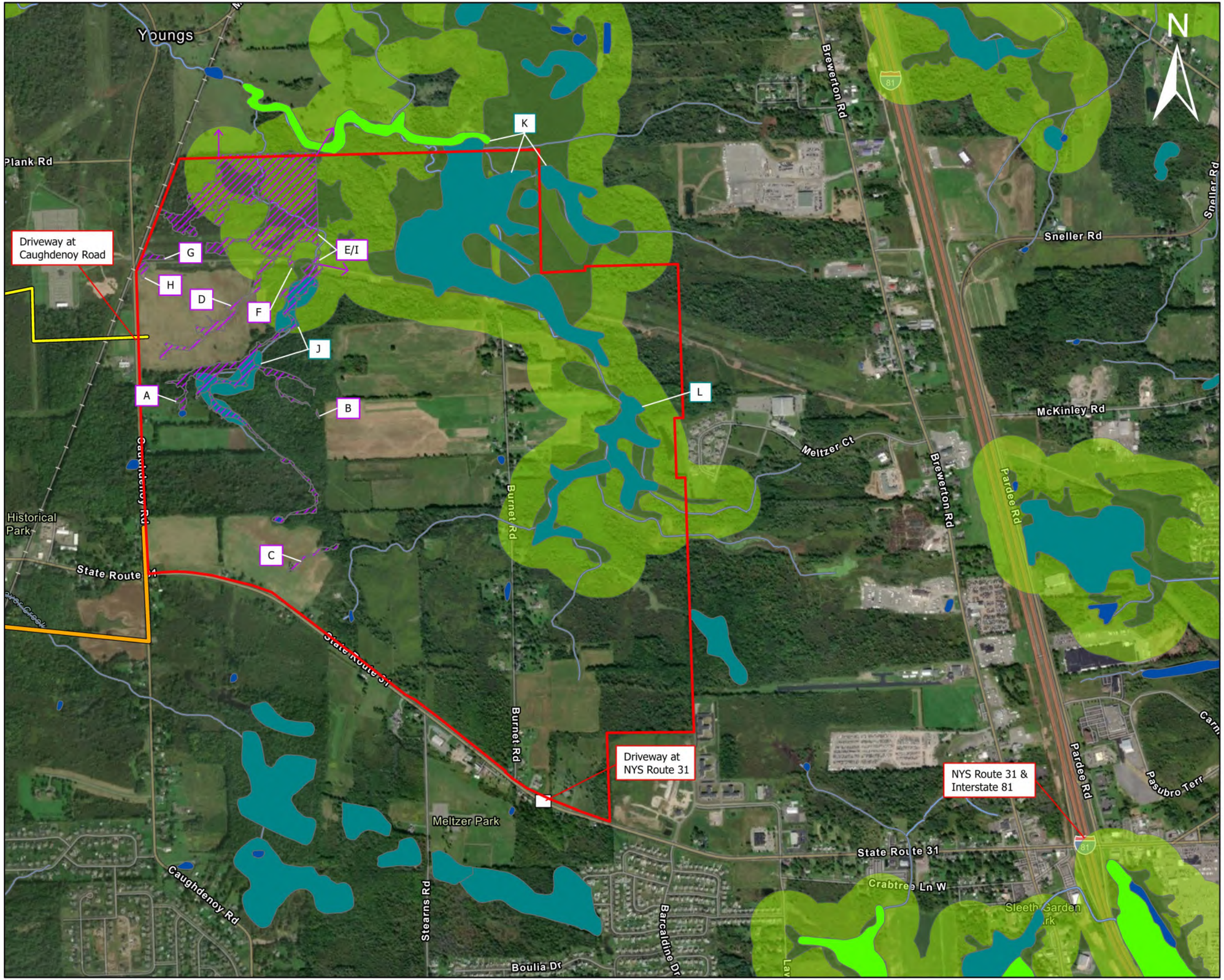
Date Printed: 4/22/2021

Data Sources:
© OpenStreetMap (and) contributors, CC-BY-SA;

Water Quality Classifications (WQC) data from NYS Department of Environmental Conservation, Division of Water, Bureau of Water Assessment and Monitoring, dated 4/13/2010, last revised May 2019.

All boundaries and locations are approximate where shown.

Figure 3.8-1:
Site Wetlands



Legend

- White Pine Site Boundary
- Proposed Gas Line
- Proposed Sewer Line
- Wetlands 2012 GEIS
- NYSDEC Wetlands
- NYSDEC Wetlands Checkzones

National Wetland Inventory

- Freshwater Forested/Shrub Wetland
- Freshwater Emergent Wetland
- Freshwater Pond
- Riverine

Wetlands 2012 GEIS: Wetlands delineation was conducted by Terrestrial Environmental Specialists (TES), Inc. in July of 2010.

0 0.25 0.5 Miles

Scale: 1" = 0.25 mile

Date Printed: 4/27/2021

Data Sources:
New York State, Maxar, Esri Community Maps Contributors, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, U.S. Fish and Wildlife Service, National Standards and Support Team, wetlands_team@fws.gov | New York State, Maxar | Esri, HERE, Garmin
NYS Department of Environmental Conservation, Environmental Resource Mapper, State Regulated Wetlands

4.0 POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION

4.1 Land Use & Zoning

4.1.1 Impacts

Development of the proposed expanded Park is partially consistent with existing Town of Clay land use and zoning regulations. The existing Park is presently zoned I-2, which will allow for the types of uses, specifically tenants in the semiconductor industry, intended for the Park. The majority of the remaining lands that comprise the proposed expanded Park are zoned RA-100 and RA-15, which only allow uses that are inconsistent and incompatible with the objectives of the Project. The Project will therefore require either a zone change to I-2 for the portion of the expanded Park that is zoned differently or the creation of a PDD that encompasses the entire expanded Park. OCIDA will work with the Town of Clay to obtain rezoning approval for those portions of the Park which are not currently zoned compatibly for the Project.

The change in zoning classification required for the expanded Park will result in the conversion of residentially zoned property to allow industrial uses. The change will enable the expanded Park to be developed in a manner that is not currently permitted under the Town of Clay Zoning Code and will introduce land uses that were previously limited to the existing Park as evaluated in the 2013 FGEIS. Specifically, the Project will result in the expansion of industrial land uses and associated improvements beyond the bounds of the existing Park on primarily undeveloped land. The Project will extend the I-2 district or a PDD east and north within the Town of Clay, thus bringing potential future industrial development closer to residential properties along NYS Route 31 to the east, as well as the Town of Cicero border.

4.1.2 Mitigation

In furtherance of the Project, OCIDA will pursue approval by the Town of Clay Town Board of either a zone change to I-2 for the portion of the Park that is not zoned I-2 or a PDD that encompasses the entire Park footprint to allow the type of uses OCIDA seeks for the Park. If a zone change to I-2 is obtained, future development of the Park must comply with the specific use, performance, and design requirements for that district. Additionally, the potential future development of the Park will be subject to site plan review and approval by the Town of Clay Planning Board, which may require alterations of the plan and impose specific design or other conditions associated with such development to ensure compliance with the Zoning Code. Visual buffering (e.g., retention of existing trees in certain areas), building and site design features, and other Project-related issues will be reviewed and coordinated as part of any future development to avoid and/or minimize potential adverse impacts to nearby properties.

Alternatively, if OCIDA opts to pursue PDD approval for the expanded Park, a similar result would occur. OCIDA, a potential future developer, and the Town of Clay would work collaboratively to customize the development of the Park in ways that are not permitted or feasible in the I-2 district. Development standards that are typically applicable to existing zoning districts would not exist and would instead be established jointly with the Town through meetings with the Town Board and Planning Board in accordance with the Zoning Code. Such standards and requirements would be created with an eye

toward minimizing potential adverse impacts associated with development and use of the Park while also maximizing the opportunities presented by the expanded Park. Similar to site plan review above, the Town of Clay would take efforts to ensure that specific features and mitigation measures are incorporated into the design and function of the future site development.

Regardless of whether OCIDA seeks a zone change or PDD approval, the Town of Clay's review of any application concerning the future use and development of the expanded Park in the context of this SGEIS will determine whether all potential adverse impacts associated with the application and future use are adequately addressed and evaluated in this document in accordance with the requirements of SEQRA.

According to the most recent studies conducted by the Town of Clay *(Town of Clay Northern Land Use Study, 2013)*, SOCPA (*2010 Development Guide for Onondaga County)*, and SMTC (*Clay-Cicero Route 31 Transportation Study, 2010*), commercial development in the northern suburbs of Onondaga County is likely to continue. The studies also account for future industrial use of the Park. Additionally, SOCPA is currently updating the County's Comprehensive Plan and expects to finalize the plan later this year. Based on information obtained from SOCPA on April 7, 2021, the Comprehensive Plan will promote new opportunities to strengthen communities and options near the Park, including the creation of town centers, enhanced transit and transportation options, and complete neighborhoods concepts. Once a future tenant is identified for the Park, the County Comprehensive Plan will be reviewed to identify any goals or objectives from the Plan that should be considered for implementation into the future development of the Park.

4.2 Community Character

4.2.1 Impacts

The Development of the proposed expanded Park would alter the undeveloped rural character of the Project site and introduce industrial land uses and associated structures and improvements. This was contemplated for the current Park in the 2013 FGEIS, but the proposed Park expansion will extend potential future industrial development to additional lands not previously evaluated in 2013, thereby increasing the footprint of industrial use, as well as the potential adverse impacts associated with such use. Potential future development will introduce new buildings, parking lots, and other industrial support facilities and infrastructure to the expanded Park.

With the expansion of the Park approximately 3 dozen residential properties will be acquired by negotiated purchase or pursuant to the EDPL and these homeowners will need to relocate. The properties to be acquired along NYS Route 31 and Burnet Road represent a significant portion of the expanded Park's prime developable area (depicted on Figure 1.1-2) and are therefore a necessary component of the Project. It is anticipated that development of the Park will be largely contained within this area. Existing structures and improvements will ultimately be demolished and/or removed in furtherance of future development. Demolition activities will be conducted in accordance with Town of Clay requirements, and all debris will be disposed of at authorized off site facilities in accordance with applicable regulations. The telecommunications tower will need to be disassembled and relocated.

Assuming that future development is contained within the prime developable area to avoid interference with wetlands and existing public utility improvements and/or rights-of-way and taking into consideration existing I-2 zoning district standards and requirements, it is anticipated that approximately 400 acres of the expanded Park would be developed with buildings, roads/parking areas, industrial infrastructure and ancillary facilities. The remainder of the Park would remain essentially undeveloped with vegetated buffers and pervious surfaces to maintain a natural appearance.

4.2.2 Minimization and Mitigation

To avoid or minimize potential adverse impacts to the extent practicable, the potential future development of the expanded Park will occur subject to the design features, conditions, and mitigation measures required by the Town of Clay Town and Planning Boards in accordance with the requirements of the Zoning Code. In conjunction with either a zone change or PDD approval process, OCIDA will work with the Town Board and/or Planning Board to identify specific issues or areas of concern and develop specific measures to address or alleviate such concerns to ensure the objectives of the Project are achieved while also minimizing or mitigating development related impacts on the surrounding community.

Undeveloped portions of the Park will likely be maintained as wetlands, vegetated greenspace and integrated into stormwater management and other site design features. Additionally, greenspace would be used to meet setback requirements or other design thresholds that may be included in a PDD or site plan. Greenspace may also be incorporated in the tenant facility design/layouts to serve aesthetic purposes, establishing a campus-like setting for tenant employees and visitors.

With respect to the acquisition and removal of residential properties to enable the creation and future development of the expanded Park, OCIDA will negotiate to purchase these properties at fair market value and pay the seller's normal transaction costs of updating the title and survey, recording fees, transfer taxes and other similar expenses in connection with the transfer of these properties as well as the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem charges and other similar charges. In the event it is necessary to acquire any such properties pursuant to the EDPL, as condemnor OCIDA will offer just compensation based on the fair market value determined by its highest approved appraisal, and the respective property owners will have the right to challenge the amount of such just compensation under EDPL Article 5. OCIDA will also pay, upon acquisition, any costs associated with recording fees, transfer taxes, penalties incurred by the condemnee for prepayment of any preexisting recorded mortgage entered into in good faith encumbering the property, and the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem taxes and other similar charges.

4.3 Transportation

To assess future traffic conditions after the potential development is constructed on the proposed expanded Park, it is necessary to estimate the traffic volumes generated by proposed Project developments other than the Park and the traffic volumes on adjacent roadways.

Background Traffic Condition (Future No Build)

The study area was reviewed for future developments. The following approved developments were included as part of the 2024 background volumes:

1. Chick-fil-A – a 5,000-square foot fast food restaurant building was approved to replace an existing 6,400-square foot Uno Pizzeria restaurant building located just west of the NYS Route 31 and NYS Route 481 southbound off ramp. Based on the hours of service for this facility, the PM peak hour trip generation was adjusted to reflect the restaurant closing. The existing pizza restaurant's PM peak hour trip generation was subtracted from the Chick-fil-A trip generation to reflect the total new trips.
2. Brewerton Road Development (8697 and 8699 Brewerton Road) – a 60-unit senior housing facility was approved and will be located on US Route 11 near Meltzer Court, a mile north of NYS Route 31.

The following background development was not included, in consultation with NYSDOT, because it is not yet approved:

3. Clay Marketplace – this site is anticipated to consist of 30,000 square feet of mixed-use development including apartments, retail markets, restaurants, and offices. The site is located on a 14.9-acre parcel near the intersection of NYS Route 31 and Henry Clay Boulevard. It will be a 96-unit apartment complex with 176 parking spaces and 60 garage spaces, 30,000 SF of commercial space, and access from 3 driveways. This site is anticipated to include roadway addition of turn lanes for the northbound (NB) and southbound (SB) approaches on Henry Clay Boulevard which were not assumed to be included.

4.3.1 Trip Generation

The proposed expansion of the Park and potential development scenario as described in Section 1.1.5 of the Draft SGEIS will add trips to the transportation network. The development discussed within the Draft SGEIS is focused on developing the Park for potential industrial and commercial developers with a focus on a tenant or tenants in the semiconductor industry. The trips can be estimated from known site assumptions and from using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. The known site data description follows Land Use Code 140: Manufacturing. Trip generation rates used the average rate approach and Land Use Code 140 as described below.

ITE Trip Generation Code - 140 Manufacturing

A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. Based on these factors, the total estimated trips were determined to be 493 trips in the AM peak hour and 440 trips in the PM peak hour. See Table 4.3-1 for more information.

Table 4.3-1: Trip Generation						
	Morning Peak Hour			Evening Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Shift Entering	**365**	**128**	**493**	**268**	**172**	**440**
Shift Leaving	128	365	493	172	268	440
TOTAL	493	493	986	440	440	880

New trips from approved developments in the vicinity of the Park were also generated and distributed and are shown in Traffic Impact Study in Appendix B.

Following the NYSDOT HDM, it is assumed that construction traffic would be scheduled outside peak travel times where feasible and would determine detour routes around the proposed work zone. Therefore, additional analysis for construction traffic is not merited. Additionally, the I-81 Viaduct Project in Syracuse is still under review, but that project is not anticipated to affect this analysis. For more information on that project see https://www.dot.ny.gov/i81opportunities.

The analysis of other forms of transportation including, but not limited to, bus transit, ride share or carpool, that could impact single vehicle trips is not part of this study.

4.3.2 Trip Distribution

To help support the change to the transportation area the use of future travel demand models was also used. The model is the first step to understand the shift in vehicle trips across the network based on future land use maps and other data. The Syracuse Metropolitan Transportation Council (SMTC) provided from their travel demand model a select link analysis based on the site development for the particular Traffic Analysis Zone (TAZ).

Note: Additional information is provided in the Traffic Impact Study in Appendix B.

4.3.3 Capacity Analyses

The purpose of conducting capacity analysis is to understand operations along the corridor, how a proposed development will impact those operations and determine the level of improvement needed to mitigate degradation in operations to the background condition. Capacity analysis was conducted for the following five scenarios:

1. Year 2021 Existing
2. Year 2024 Background
3. Year 2024 Background with Development
4. Year 2024 Background with Development and Build Improvements
5. Year 2044 Background with Development with 2024 Build Improvements

Intersection and arterial Level of Service (LOS) was determined for each scenario. The Level of Service calculation procedures are provided in the Highway Capacity Manual 6th edition (HCM) published by the Transportation Research Board, 2016. Synchro 11, developed by Trafficware, was utilized to determine the HCM LOS for the study intersections and arterial roadway, determine operational deficiencies and aid in determining appropriate mitigation. SimTraffic traffic simulation software was used to determine queue lengths.

The HCM quantifies the quality of traffic flow in terms of levels of service (LOS). See Table 3 (In Appendix B) for the six levels of service, with LOS A indicating very low levels of delays and LOS F indicating high levels of delays associated with congestion. These represent a qualitative measure of operational conditions within a traffic stream, and the perception of conditions by motorists and/or passengers. LOS and capacity for signalized intersections are calculated for each lane group (a lane group may be one or more movements), each intersection approach, and the entire intersection. The intersection LOS is merely a weighted average of the individual approaches and may not be considered a valid measure of the quality or acceptability of an intersection design since it can conceal poor operating conditions on individual approaches.

LOS at unsignalized intersections are only calculated for minor movements since the through movement on the major street is not affected by intersection traffic control.

Year 2021 Existing Condition

This section describes operations during the Year 2021 Existing and Year 2024 Background conditions. Existing conditions represents operations throughout the study area presently. The Year 2024 Background condition includes regional traffic growth and trips from approved developments.

During the 2021 Existing Conditions, the capacity analysis results for the AM and PM peak hour show most signalized intersections will operate at LOS D or better and all movements are to operate at LOS D or better except:

- NYS Route 31/I-81 southbound ramp left turn movement operates at LOS E for PM peak hours
- NYS Route 31/I-81 northbound off ramp right turn movement operates at LOS E for PM peak hours
- NYS Route 31/Lakeshore Road southbound right operates at LOS F for AM and PM peak hours

Note: Additional LOS and Delay information is provided in the Traffic Impact Study in Appendix B.

Year 2024 Background Condition

By the year 2024 background condition, the capacity analysis results for the AM and PM peak hour show most signalized intersections will continue to operate at LOS D or better, and all movements are to operate at LOS D or better except:

- NYS Route 31/I-81 southbound off ramp left turn movement operates at LOS E for PM peak hours
- NYS Route 31/I-81 northbound off ramp right turn movement operates at LOS E for PM peak hours

- NYS Route 31/ Lakeshore Road southbound right operates at LOS F for AM and PM peak hours

Year 2024 Background Development and Background Development Build Conditions
This section describes operations during the Year 2024 Background Development, the Year 2024 Background Development Build, and the Year 2044 Background Development Build conditions.

During the 2024 Background Development, the addition of development traffic causes slight delay increases at most intersections. The two Project site entrances are both expected to operate at LOS A. There are three intersections that degrade in LOS:

- NYS Route 31/Henry Clay Boulevard intersection reduces from LOS B to LOS C in AM peak hour and LOS C to LOS D in PM peak hour
- NYS Route 31/I-81 southbound intersection reduces from LOS C to LOS D in AM peak hour
- NYS Route 31/I-81 northbound off ramp intersection from LOS D to LOS F in PM peak hour

All movements are expected to operate at LOS D or better except:

- NYS Route 31/Henry Clay Boulevard – the northbound approach operates at E for AM peak hour
- NYS Route 31/US Route 11 – the southbound left operates at LOS E for PM peak hour
- NYS Route 31/I-81 southbound off ramp intersection – the southbound left operates at LOS E for AM and PM peak hours; the eastbound thru movement operates at LOS F for AM peak hour; and westbound left operates at LOS E for PM peak hour
- NYS Route 31/I-81 northbound off ramp – the eastbound left movement operates at LOS F for PM peak hour and northbound right turn movement operates at LOS E for PM peak hour
- NYS Route 31/Lakeshore Road – the southbound right operates at LOS F for AM and PM peak hours

NYSDOT is considering various options for Lakeshore Road improvements as outlined in the Traffic Impact Study in Appendix B.

The 2024 Background Development Build includes build improvements which address traffic delays for most intersections. These improvements are targeted to address movements that are LOS D or lower, as described above, and are further detailed in the Traffic Impact Study in Appendix B.

Year 2044 Background Development Build
The 2044 Background Development Build provides an outlook of how well the network operates in the future and holds up over time and includes the build improvements, which were developed to address traffic delay for most intersections.

The Year 2044 scenario is performed per HDM Exhibit 5-1b, which is for project work type that includes intersection reconstruction. The analysis requires an estimated time of completion (ETC) plus twenty years (or ETC+20). This scenario serves as an evaluation of how well improvements operate over time to Year 2044.

There are four intersections that degrade in LOS Year 2044 scenario compared to the 2024 Background Development Build condition:

- NYS Route 31/NYS Route 481 northbound intersection reduces from LOS C to LOS D in PM peak hour
- NYS Route 31/Morgan Road intersection reduces from LOS C to LOS D in PM peak hour
- NYS Route 31/US Route 11 intersection reduces from LOS C to LOS D in PM peak hour
- NYS Route 31/I-81 southbound intersection reduces from LOS B to LOS C in AM peak hour

4.3.4 Traffic Mitigation

Identifying deficiencies that exist prior to the build condition and identifying those that are from the development are different. However, applying capacity improvement measures is required for the proposed build condition to meet minimum LOS conditions. These mitigation improvements start with selecting the most cost-effective improvements. These NYSDOT improvements can include:

- Retiming traffic signals or adjusting signal phasing
- Signage or striping to prevent turning movements at intersections
- Addition of turn lanes to increase capacity
- Installation of traffic signals
- Conversion of a signalized or unsignalized intersection to a roundabout

Proposed mitigation measures were developed to improve operations to 2024 Background levels and meet acceptable LOS D or better operations. The aforementioned operational deficiencies during the AM and PM peak hour, along with a summary of the improvements, are provided in the Traffic Impact Study in Appendix B.

Capacity analysis was conducted with the proposed mitigation improvements and results are provided in the Traffic Impact Study in Appendix B. Queue results and speed results are provided in the Traffic Impact Study in Appendix B. Results of the capacity analysis show movements will operate better compared to 2024 Background levels and meet acceptable LOS D or better. These improvements will provide better operations through the year 2044. Queueing deficiencies will be mitigated, especially the extensive queues at the I-81 interchange. Furthermore, speeds will improve along the east side of the study area with the proposed improvements.

Capacity analysis was performed, and the following capacity improvement measures are recommended to address LOS, travel speeds, delay, and safety:

- NYS Route 31 at Henry Clay Boulevard – construct a northbound left turn lane.
- NYS Route 31 at US Route 11 – construct an additional left turn lane to provide for westbound dual left turn lanes and modify left-turn phasing from permissive/protected to protected.
- NYS Route 31 at I-81 Southbound Ramps – construct an additional left turn lane to provide westbound double left turn lanes, change westbound left turn phasing from permissive/protected to protected, and widen to two lanes on the on-ramp before merging to a single lane prior to the merge on to I-81.
- NYS Route 31 at I-81 Northbound/Pardee Road – construct an additional left and right turn lane on the I-81 northbound off ramp.

- NYS Route 31 at Site Entrance 2 – add a left turn lane along NYS Route 31 eastbound and a right turn lane along NYS Route 31 at the site entrance. A left and right turn will be provided out of the site. A traffic signal is recommended at the intersection.
- Caughdenoy Road at Site Entrance 1 – provide a right and left turn lane from the site entrance and along Caughdenoy Road.
- NYS Route 31 at Lakeshore Road – (concepts have been developed and coordination will take place with NYSDOT for future consideration.)

Circulation to the site is projected and modeled based upon Section 4.0 in the TIS in Appendix B. If changes occur to how the Park is accessed and volumes increase on Caughdenoy Road beyond those currently projected and modeled, then further mitigation would be recommended to construct an eastbound left turn lane along NYS Route 31 to help with through movement from being delayed by turning vehicles.

A crash analysis was performed for three locations from the 2017-2019 HAL list. Between May 1, 2015 and April 31, 2018, there were 462 total crashes at the three study area segments. The proposed recommendations include mitigation measures at each of these locations based on a review of capacity analysis and collision type.

Overall, the transportation network with Development and Build improvements will operate better than existing conditions. With the proposed recommendations, the study area will maintain an acceptable Level of Service of D or better in design year 2024.

As the level of service analysis shows, there are intersections and movements that are projected to fail by 2044. The main areas of concern are at the NYS Route 481 interchange and NYS Route 31 between US Route 11 and the Interstate 81 ramps. These areas are projected to be failing or near failing by 2044. Any improvements beyond 2024 need to be reviewed for mitigation at a later time.

4.4 Utilities & Community Services

Updated estimates of the potential demands for electric, gas and water supplies, and estimates of sanitary waste volumes have been developed based on the types of industry OCIDA is seeking to attract to the proposed expanded Park:

- Power – up to 500 megavolt-amperes (MVA)
- Water – 5 million gallons per day (MGD)
- Wastewater – 4 MGD
- Natural Gas – up to 7000 meters cubed per hour (m^3/hr)

OCIDA anticipates that these capacities are adequate to accommodate high technology industries including, but not limited to, semiconductor manufacturing.

4.4.1 Utilities Impacts

Electric, Fiber Optic and Phone Service

The existing National Grid Clay Substation along Caughdenoy Road is a major hub for high-voltage bulk power transmission. Correspondence from National Grid (March 18, 2021, see Appendix C) indicated the existing transmission infrastructure can presently provide up to 540 MVA to the Park, and up to 1,200 MVA is possible in the long term. The estimated Project demand of 500 MVA is within the levels that National Grid has indicated can be provided, and therefore the potential development of the expanded Park would not adversely impact local supplies or capacity. No mitigation would be required.

Natural Gas

The March 18, 2021 correspondence from National Grid indicated that with the extension of the gas main from Gas Regulator Station #147 to the Project site, up to 750 dekatherms per hour (dth/hr) can presently be provided to the Project site with projected future availability of 1,000 dth/hr. The estimated demand of 7,000 m^3/hr, equivalent to 245 dth/hr, is within the levels that National Grid has indicated can be provided, and therefore the potential development of the expanded Park would not impact local supplies or capacity. No mitigation would be required.

Two routes have been considered to connect the Park to the Gas Regulator Station. These are referred to as the proposed route and the alternative route (see Figure 3.4-1). The location of the proposed route lies within previously disturbed public and utility rights-of-way over much of the length of the proposed route. The first 4,500 feet of the route lies along NYS Route 31. The route then follows an existing power line right-of-way north parallel to Shaver Creek and east, crossing Van Hoesen Road, continuing east to the point where the power line enters the Clay Substation. The route then extends around the south end of the substation, crossing the CSX rail line and Caughdenoy Road into the Park property. Access for construction of the segment of the line lying in the existing transmission line easement will be primarily from NYS Route 31 and Van Hoesen Road. The segment of the line between the transmission line and the Park will be from existing access roads for the National Grid Clay Substation and Caughdenoy Road. Temporary construction easements will be necessary along the proposed route. Permanent easements will also be necessary for those areas outside the NYS Route 31 right-of-way. Such temporary and permanent easements will be acquired by negotiated purchase or pursuant to the EDPL as necessary.

The alternative route makes use of public rights-of-way for the entire length of the route. The alternative route extends from the Gas Regulator Station east along Route 31 to the intersection of Henry Clay Boulevard, turns north following Henry Clay Boulevard to the intersection of Verplank Road, then east along Verplank Road to the intersection of Caughdenoy Road, then south to the point South of the National Grid substation where the proposed route crosses Caughdenoy Road, then east into the Park on the same path as the proposed route. This route is previously disturbed as it follows public roads for the entire length. Easements may be required along the route. Temporary construction easements will be necessary along the proposed route. Such temporary construction easements will be acquired by negotiated purchase or pursuant to the EDPL as necessary.

Installation of new gas mains will involve temporary construction impacts along the route. The impacts may include ambient noise, soil disturbance, and interruption of traffic at construction access points.

These temporary impacts will be mitigated through proper construction and best management practices. Trenching, boring and horizontal directional drilling will be utilized to minimize disruption of traffic during construction and to minimize impacts to any wetlands that may be delineated along the route of the proposed gas line. Best management construction practices will be used, including, soil and erosion control and stormwater management. Disturbed areas will be re-graded and reseeded to pre-construction conditions. Since the proposed route is shorter than the alternative route, construction along the proposed route would result in fewer impacts and it is therefore preferred as the proposed route over the alternative route.

Sanitary Sewer

According to April 29, 2021 correspondence from OCWEP, the capacity for up to 4.0 MGD is currently available at the Oak Orchard WWTP. The estimated sanitary sewer discharges from potential development of the expanded Park of 2.4 MGD to 4.0 MGD are within the levels that OCWEP has indicated they can accommodate. The potential development, therefore, would not adversely impact the capacity of the WWTP to handle sanitary flows from the remainder of the service area. No mitigation is required. Further OCWEP had previously commenced the design of the conveyance infrastructure to serve lands within the surrounding district and future development areas. OCWEP estimates that conveyance infrastructure will be available within 24 months.

Industrial wastewater pre-treatment may be required on-site by the OCWEP prior to discharge to the Oak Orchard WWTP, if the wastewater strength from the expanded Park exceeds the limits established for discharge to the municipal sanitary sewer system. It is expected that future operations will include one or more wastewater treatment facilities that will provide pretreatment of wastewater prior to discharge into local sewers. Typical pretreatment methods include pH adjustment, flocculation, filtration and settling of solids. Wastewater sludge, which will be produced as a byproduct, will require offsite disposal. Discharge of the wastewater itself into the sewer system would be done in accordance with a permit from the Onondaga County Department of Water Environment Protection (OCWEP). The permit will establish effluent discharge limits and regular monitoring to verify permit compliance. Pre-treatment would be coordinated with OCWEP and the responsibility of the Park tenant(s).

The conveyance infrastructure to support lands without the surrounding district including the Park is six-inch and 12-inch diameter PVC force mains along Caughdenoy Road for about 1,000 feet, then heading west along the existing 99-foot wide Metropolitan Water Board easement that parallels NYS Route 31, and then north within the County's easement that contains the Davis Road Force Main and the Clay – Cicero Force Main to the Oak Orchard WWTP. Installation of new sewer lines will require temporary construction from existing rights-of-way in the area. These temporary impacts will be mitigated through proper construction and best management practices.

Since the majority of the proposed sewer route follows existing MWB and OCWEP easements, the need to procure permanent easements along this route is practically non-existent. However, temporary construction easements required for the installation of bored crossings may be required and to the extent permanent easements are required they will be acquired by OCWEP by negotiated purchase or pursuant to the EDPL. The use of borings under roads and the CSX rail line will minimize disruption of traffic and the need for reconstruction and resurfacing of roadways. Temporary traffic detours may be needed at road crossings.

Trenching will be used through upland areas along the MWB and OCWEP rights-of-way. Most upland areas along the rights-of-way are active cropland or vacant farm fields consisting of shrubs. Best management construction practices will be used in these areas including soil and erosion control and stormwater management. Disturbed areas will be re-graded and reseeded to pre-construction conditions.

Wetland mapping shows that federal and state wetlands are potentially present in certain parts of the proposed routes of the utility improvements. Should field surveys verify regulated wetlands are present during the course of preparation for utility line construction, the proposed force mains and gas line will be installed through wetland areas using horizontal directional drilling (HDD) methods to avoid adverse impacts.

Water

Public water service is available from adjacent water lines to the Park. According to correspondence from OCWA (March 19, 2021, see Appendix C) indicates that 3,700 gpm at 20-psi is available for the Park. OCWA indicates the current availability for the Park is 1 MGD. OCWA has plans in place that would allow a supply of 5 MGD within 180 days, and potential to provide 11 MGD at an 18 month to two-year horizon. The expanded Park's estimated water demand of 5 MGD is within the levels OCWA has indicated it can provide, and therefore future development of the Park would not adversely impact the availability or capacity of the local public water supply in the surrounding area. No mitigation would be required.

4.4.2 Community Services and Resources Impacts

Police, Fire, and Emergency Services

Future tenants of the Park are expected to provide security and basic emergency preparedness programs for their own facilities. New York State and federal regulatory agencies, such as the EPA, have specific requirements for managing hazardous materials which may be stored on site. Tenants will be required to adhere to all such regulatory requirements. As appropriate based on their industry, tenants of the Park will be expected to have emergency response plans that outline procedures to be undertaken to deal with fire, spills, injuries, etc. These procedures will include specialized training including clean-up and coordination with emergency responders from the community. In accordance with State and Federal regulations, emergency response plans will be reviewed by local officials to ensure that public service providers are properly prepared and equipped in the event they are needed to support tenant security personnel.

Tenants are expected to provide on-site water storage for fire suppression and emergency operations. The specifications for fire suppression systems are stipulated in national building and fire codes. The plans for fire suppression and control systems are reviewed and approved by local emergency officials.

With the noted life safety, security and emergency response provisions required of future Park tenants, development of the expanded Park is not anticipated to create a burden on the provision of police, fire, and emergency services. No mitigation is required at this time.

Parks and Recreation Facilities

Development of the Park will not result in the loss of public open space. The extensive regional opportunities for outdoor recreation will easily accommodate the potential increase in population that is brought to the area by employment opportunities in the Park. Potential development of the expanded Park is not anticipated to create adverse impacts on community parks and/or recreation facilities. No mitigation is required.

Schools

In 2019, there were 255,844 households in the Syracuse Metropolitan Statistical Area (according to the US Census Bureau American Community Survey, 1-year estimates, 2019) which includes the counties of Onondaga, Oswego and Madison. It is assumed that the future development of the Park as considered for this Draft SGEIS could create up to 4,000 new jobs, many of which could be filled by people not currently living within the Syracuse Metropolitan Area. These new jobs could bring up to 4,000 new households to the area. Assuming that the increase in the student population would be proportional to the increase in the number of households and that the households are evenly distributed throughout the Syracuse MSA, the North Syracuse Central School District enrollment would be expected to increase approximately 1.6% (136 additional students to the current district student population of 8,500 pupils). It should also be noted that the Syracuse MSA population declined between 2010 and 2019 by approximately 2% (662,757 in 2010 to 648,593 in 2019, US Census Bureau), which means the projected increase resulting from the Project would potentially backfill the decline in the student population.

An increase of approximately 136 students is not anticipated to place an undue burden on local schools and educational facilities. The development of the Park is not anticipated to create adverse impacts on local schools and educational services. No mitigation is required.

Other Community Services

OCIDA intends to acquire the property on which the Upstate New York District Church of the Nazarene is located by negotiated purchase or pursuant to the EDPL and other applicable law. The parcel will become part of the Park and the building will be removed, requiring the Nazarene District office to be relocated. Any community services provided by the church at this location (e.g., counseling, meeting space, day care programs, and clothing and food distribution, etc.) would be curtailed by development of the Park.

4.5 Topography, Geology & Soils

4.5.1 Topography

Impacts

Any potential impacts to topography of the proposed expanded Park would be relatively minor and are consistent with the finding of 2013 FGEIS.

Construction of a new gas line, and activities associated with demolition of existing structures will potentially cause negligible to minor impacts on topography. The utility right-of-way (ROW) will require

some grading during installation. Subsurface materials will be removed along the new utility trench. The trench will be backfilled with excavated material once the new gas line is installed. The soil will be replaced in lifts, compacted, and crowned slightly to accommodate any settling. This could result in minor localized changes to grade; however, slopes will be blended with the surrounding topography and overall impacts will be negligible to minor. Additionally, much of new utility route will likely be within existing ROWs, where construction has already modified the natural topography.

Mitigation

Mitigation for topography was detailed in the 2013 FGEIS (Draft Section 4.5.1). No additional mitigation for on-site topographic changes is necessary.

Off-site underground utilities will be installed in shallow trenches that will be backfilled to original grade. If any high or low points are traversed and disturbed, special care will be given to minimize the degree and extent of such disturbance. The ground in the disturbed areas will be stabilized and returned to its original condition shortly after utility installation. Where it is not practicable to restore the ground to its original topographic condition, care will be taken to blend the ground together and stabilize the surface. It is also anticipated that there will be prompt site restoration back to original conditions or as closely thereto as is practicable, with little to no long-term change in topographic conditions.

4.5.2 Geology

Impacts

Site development will not affect any geologic resources since there are no unique geologic features at the expanded Park or in the immediate vicinity. Furthermore, the Project site does not contain any significant mineral resources. Unconsolidated deposits are primarily silt and fine sand, which are not typically highly valued. These materials are commonly available throughout the region. Subsurface bedrock deposits consist of shale and dolostone. These rock types are not unique and occur across extensive areas in central and western New York. Future site development will not significantly reduce the availability of these building materials.

Shallow bedrock is present in some portions of the Project site. The need for potential blasting during construction and development of a blasting plan were discussed in the 2013 FGEIS. No additional mitigation beyond the measures previously proposed are necessary.

The majority of the construction route for the off-site utilities occurs within existing ROWs. In these areas, the ground was previously modified by clearing, grubbing, excavation, and backfilling activities. As such, very little undisturbed ground remains within existing ROWs and no significant, long-term environmental impact to geology will occur. Where the new utility route traverses' ground that has seen limited previous disturbance, the nature of the construction methodology will cause only minor, temporary disturbances. During utility installation, there could be localized impacts (ground vibrations, noise) if blasting is necessary. This would be limited to areas that encounter rock that could not be removed by conventional excavation methods.

Mitigation

Mitigation for geology was detailed in the 2013 FGEIS (Draft Section 4.5.2). No additional mitigation for on-site geologic related items is necessary.

Geologic materials will be disturbed during off-site utility trench excavations. To the extent possible, trench backfill will be derived from the original excavated material. Depending upon the subsurface conditions, the new utility trench could be constructed using various technologies including standard excavation, mechanical hammer, or shallow blasting. Where shallow rock is encountered, as much as possible will be crushed and returned to the trench as backfill. Depending upon the nature of the material, shallow bedrock will be removed with a backhoe, controlled blasting, or a mechanical hydra-hammer. Blasting will only be conducted by licensed and trained professionals. Unconsolidated soils removed to construct the trenches will be screened as necessary and returned to the excavated trench for backfill. Any excess earth or rock that was removed during the excavation process will either be graded within the ROW at designated and approved locations or transported off-site for disposal.

4.5.3 Soils

Impacts

Soil conditions for the expanded Project site are generally similar to those that were evaluated in the 2013 FGEIS.

About 39.4% of the soils at the expanded Project site are favorable (with only moderate limitations) for agricultural use. In addition, nearly 78% of the soils are comprised of soil groups 1-4, which are mineral groups with potentially favorable agricultural properties. Although the property currently has only limited agricultural use, future development as a business park/manufacturing site will reduce the availability of suitable agricultural soils. This will result in a small, unavoidable impact.

Bringing a new utility service to the Project site will involve temporarily disturbing soils along a linear distance. Much of the utilities will be constructed within an existing ROW corridor. Because the soils along existing ROW have been previously disturbed/impacted, potential development will have negligible to minor impacts to soils in those areas. In locations where the soils have not been previously disturbed, potential impacts will be localized, minor, and short-term. Best management practices and engineering controls will mitigate potential impacts.

Mitigation

Mitigation for soils was detailed in the 2013 FGEIS (Draft Section 4.5.3). No additional mitigation for on-site soil disturbance is necessary.

Prior to beginning the offsite utility trench construction, a future developer will obtain a NYSDEC SPDES permit for construction. This permit will require that erosion control measures be established to mitigate any potential impacts. Erosion controls such as silt fencing, hay bales, erosion logs, rip rap, and use of temporary drainage controls (e.g., waterbars, slope breakers, culverts) will be established. In general, topsoil will be stripped and stockpiled, and will be used after construction to re-establish the original surface condition to the greatest extent practicable. The disturbed soil will be restored and

stabilized by grading, seeding, and planting of native species matching or consistent with the surrounding terrain and vegetation. Excess soils will be disposed of at established on-site locations or transported to approved off-site disposal sites. Soils that are excessively compacted due to heavy equipment, will be roto-tilled or aerated prior to re-seeding. Restored areas will be monitored to ensure that revegetation was effective and that there is no ongoing soil erosion. If necessary, periodic re-seeding will be performed.

4.6 Water Resources

4.6.1 Groundwater

Impacts

No adverse environmental conditions were noted during the previously prepared geotechnical investigation. That study included analysis of certain areas within the expanded Park. There is currently no known usage of groundwater in the expansion area. It is expected that on site groundwater will not be used as a water source, since a nearby OCWA water main can serve the Park.

Construction and operational activities at the Park are not expected to have any significant impact to either groundwater quantity or quality. Potable water at the Park will be derived from an existing OCWA waterline and groundwater will not be needed. Therefore, site operations will have no impact to long-term groundwater quantity.

Shallow groundwater conditions will need to be considered during site design/construction and may require engineering controls or mitigation, as was indicated in the prior 2013 FGEIS.

Potential development at the expanded Park could create up to 4,000 jobs, which could increase demand for housing, and require new residential construction spread throughout the Syracuse Metropolitan Statistical Area for future employees. Additional drinking water supplies, some of which may be from groundwater sources, are likely. This could present a relatively small, localized impact on groundwater availability.

Potential groundwater impacts associated with the proposed utility lines have been evaluated by identifying and assessing the existence of mapped sand and gravel aquifers within the vicinity of the proposed gas and sewer line routes. Both proposed utility routes are located within unconsolidated, confined aquifers, located in the immediate vicinity of Mud Creek. However, no significant impacts to these resources are anticipated, as construction of the proposed utility lines are not expected to encounter groundwater and general best management practices will be followed to avoid and/or minimize any potential impacts to groundwater quality as described below.

Minimization and Mitigation

Prior to beginning construction of off-site utility trenches, a Stormwater Pollution Prevention Plan (SWPPP) and SPDES Construction Permit with provisions to address potential concerns associated with accidental spills or leaks from construction equipment will be prepared. Included will be controls for vehicle refueling, maintenance, equipment inspections, spill response, and storage of petroleum products.

No additional mitigation for on-site groundwater, beyond what was identified in the 2013 FGEIS (Draft Section 4.6.1) is necessary.

New off-site groundwater supplies may be necessary to support residential construction for the anticipated work force. Mitigation for off-site groundwater supplies is generally beyond the control of the future site developers and not quantifiable at this time. However, the impact is expected to be relatively minor. New housing would likely be built in multiple areas and builders would prefer areas with existing water supplies. If new water wells are drilled to support residential developments, they would require permits from NYSDEC, NYSDOH and the local health department. Wells for an individual home would require relatively minor amounts of groundwater, typically 5 gallons per minute or less. With appropriate well spacing, this amount of pumping will not significantly impact groundwater resources.

4.6.2 Surface Water

Impacts

As detailed in the 2013 FGEIS, significant permanent impacts to surface drainage and surface water quality are not expected as on-site development activities will avoid surface water features to the greatest extent possible. Because surface water drainage is primarily influenced by slope and soil properties, and these two factors will be largely unchanged from the original conditions following site development, no significant impacts to surface water are expected.

No significant impacts are anticipated along the proposed utility routes because the excavated trench work will be backfilled primarily with the originally excavated soils, and the topography will be restored to the initial grade. There may be minor, temporary impacts to surface water drainage and quality during the construction of the on-site facilities and the installation of the proposed utility lines. These temporary potential impacts could result from ground disturbances that cause a localized increase in turbidity, changes in slope, loss of vegetation and minor leaks or spills of fluids from construction equipment, or inadvertent loss of poured concrete.

Minimization and Mitigation

In areas where surface water is encountered by the utility installations, temporary diversion structures would be utilized to control surface water flow and bypass the work zone. Such temporary measures may include: the use of small coffer dams, bypass piping, culverts, temporary drainage ditches, or trench boxes. Excavated soils would be protected or staged in a manner that prevents runoff and increased turbidity into adjacent streams. The location and extent of any temporary or permanent measures will be determined at the engineering design phase of tenant development. Implementation of these measures may require authorization under a United States Army Corp of Engineers (USACE) Nationwide Permit, which would likely be determined during and/or after the engineering design phase. Any other local, state, and/or federal regulatory requirements would also be determined at that time.

No additional mitigation for onsite surface waters, beyond what was identified in the 2013 FGEIS (Draft Section 4.6.2) is necessary.

4.6.3 Stormwater/Drainage/Flooding

Impacts

During facility construction, standard best engineering practices will be employed to minimize any changes to existing topography and vegetative cover. These general procedures will minimize any related impacts to existing surface drainage and water quality. Impacts to drainage patterns on site will be avoided by incorporating permanent stormwater controls to maintain peak storm discharges at or below pre-development levels.

A 100-year floodplain and associated floodway exists alongside Mud Creek, along the preferred sewer line route. This includes an approximate 800 feet section of the existing sewer route, north of NYS Route 31. It is anticipated that this floodplain will not be adversely affected by utility line construction. Normal operation of the utility line will have no impact on the floodplain since topographic changes will be minimal. Minor temporary impacts during construction could occur. These impacts could include erosion as well as sediment loading. Mitigation measures are discussed below.

Minimization and Mitigation

As detailed in the 2013 FGEIS, it is anticipated that coverage under SPDES General Permit for Stormwater Discharges from Construction Activity, GP-0-20-001 (SPDES Construction GP) would be required, as construction activities associated with site development are anticipated to be greater than one acre. A Notice of Intent (NOI) would need to be filed with NYSDEC in advance of any construction activities or ground disturbance. As part of the SPDES Construction GP and SWPPP, a MS4 SWPPP Acceptance Form from the Town of Clay and/or Town of Cicero may be required, depending on the off-site locations of the stormwater discharges. The SWPPP would also identify best practices and standards for erosion and sediment control incorporating engineering standards developed by the NYSDEC (2016). The SWPPP would identify best practices and standards for erosion and sediment control incorporating engineering standards developed by the NYSDEC (2016). These practices may include engineering controls, such as silt fences, hay bales, geofabric installation, stormwater retention, stabilized construction entrances, check dams, and infiltration basins. A Spill Prevention Control and Countermeasures (SPCC) Plan and/or a NYSDEC Petroleum Bulk Storage (PBS) Registration may also be required if site development and/or operations are deemed regulated. The SPCC Plan would address the potential for minor accidental spills or leaks from construction equipment as well as any on-site PBS tanks or containers. The plan would also include provisions for inspections, secondary containment, equipment refueling practices, and spill response.

As there are no floodplains or Special Flood Hazard Areas on-site, no impacts to floodplains or Special Flood Hazard Areas would occur and therefore mitigation in these areas would not be required.

Final design should make provisions for avoiding impacts to the floodplain, such as locating above grade infrastructure outside of the floodplain and by maintaining grades within the proposed utility routes. Best management practices will be implemented during construction, including sediment and erosion control measures. It is not anticipated that any stream disturbance to Mud Creek would occur nor is it anticipated that any structures or other fill materials will be placed within the floodplain that would affect its function or value. Furthermore, previously disturbed locations will be selected for material storage/staging during

installation of the utilities to the greatest extent possible to minimize impacts. Areas of disturbance will be re-graded and re-seeded once the installation of the utilities are complete.

No additional mitigation for on-site stormwater, drainage, and flooding, beyond what was identified in the 2013 FGEIS (Draft Section 4.6.3) is necessary.

4.7 Air Resources

4.7.1 Air Quality

Air emissions resulting from potential development of the proposed expanded Park may be associated with mobile and stationary sources, including transportation vehicles and manufacturing processes, respectively. Potential sources of emissions may be related to manufacturing support systems, heating and cooling, storage tanks, wastewater treatment, and site utilities such as boilers, chillers and back-up generators. Semiconductor manufacturing makes use of processes that require specific chemicals, heat and clean water. The processes typical of the industry include:

- Photolithography
- Doping
- Thin Film Deposition/Layering
- Etching
- Cleaning
- Chemical Mechanical Planarization

Process heat is generated from natural gas boilers. To accommodate disruptions in the supply of natural gas, some boilers are designed to also burn #2 fuel oil. The boilers generate combustion products including CO, NO_2, SO_2, and $PM/PM_{10}/PM_{2.5}$, and through secondary chemical processes in the atmosphere combustion products produces ground level O_3.

Although there is currently no known tenant(s) for the proposed expanded Park, it is anticipated that a tenant from the semiconductor industry could have the following combustion sources:

- Boilers firing natural gas with a maximum heat input rating of approximately 40 MMBtu/hr, each.
- Boilers firing natural gas, with #2 fuel oil during periods of natural gas curtailment, with a maximum heat input rating of approximately 40 MMBtu/hr, each.
- Miscellaneous natural gas fired sources with a maximum heat input rating of <10 MMBtu/hr.
- Emergency generators that fire diesel.
- Some exempt and trivial sources, including the wastewater pre-treatment operations.

Table 4.7-1 Representative Facility Emissions Summary[1]	
Contaminant Name	**Potential to Emit (tons/year)**
PM_{10}	15-20
$PM_{2.5}$	15-20
Sulfur Dioxide	15
Oxides of Nitrogen	99 (capped)
Carbon Monoxide	99 (capped)
Lead (elemental)	1.3E-03
Total Volatile Organic Compounds	13
Total Hazardous Air Pollutants	17
Carbon Dioxide Equivalents	251,000

[1]Due to the fact that there is no specific tenant for the Park, process specific operating data, including material usage, is unavailable. A representative emissions inventory for a generic semiconductor manufacturing operation was created as a basis for these estimates.

The chemical processes utilize specialty gases and volatile organic compounds. The chemical used in the largest quantity is typically ammonia. The chemical processes generate regulated contaminants which may include hazardous air pollutants. The main pollutants commonly associated with semiconductor manufacturing include but are not limited to ammonia, hydrogen chloride (HCl), hydrogen peroxide, and nitrogen trifluoride.

Exposure to ammonia and hydrogen peroxide may cause irritation of the eyes and respiratory tract. Acute exposure can cause burns and is potentially fatal. Exposure to irritating concentrations of HCl can result in coughing, pain, inflammation, edema, and desquamation in the upper respiratory tract. Acute exposure to high concentrations might produce constriction of the larynx and bronchi and closure of the glottis. Exposure to nitrogen trifluoride can cause dizziness and asphyxiation. Contact with liquid ethyl lactate may cause mild irritation of eyes and (on prolonged contact) skin. Breathing cyclopentanone can irritate the nose and throat causing coughing and wheezing. High exposure can cause dizziness, lightheadedness and passing out. (www.epa.gov, www.osha.gov; pubchem.ncbi.nlm.nih.gov)

Mobile source air emissions will result from private employee vehicles and transportation of manufacturing materials, products and by-products by truck and rail. Air emissions from vehicle traffic will be related to vehicle exhaust from idling vehicles due to traffic movement and congestion. The emissions from mobile sources are essentially combustion products which have the potential health impacts described above. According to the FHWA interim guidance, a quantitative mobile source air toxics analysis should be considered for transportation projects located in proximity to populated areas that create new capacity or add significant capacity to urban roadways with projected annual average daily traffic (AADT) of at least

140,000 vehicles or create (or significantly alter) a major intermodal freight facility involving significant numbers of diesel vehicles. The proposed development does not trigger any of these requirements.

4.7.2 Climate Change

Based on the representative GHG emission estimates for a generic semiconductor manufacturing operation, GHG emissions from the expanded Park could include the following:

- Direct GHG emissions associated with natural gas and fuel oil combustion in boilers, thermal incinerators and other miscellaneous natural gas-fired sources
- Carbon dioxide emissions from the oxidation of volatile organic compounds (VOCs) from the expected use of liquid chemicals
- Specialty gases used in the manufacturing process, including fluorinated and chlorinated GHGs.
- Indirect (upstream) GHG emissions from the import of natural gas and fuel oil

Potential direct annual GHG emissions at the expanded Park could range from 150,000 metric tons carbon dioxide equivalent ($MTCO_2e$) to 350,000 $MTCO_2e$. Approximately 10-15% of these GHG emissions are expected to result from the use of specialty gases including nitrogen trifluoride and sulfur hexafluoride, which have 20-year global warming potentials (GWP) of 12,800 and 16,300, respectively. Indirect (upstream) potential annual GHG emissions from the import of fossil fuels could range from 150,000 $MTCO_2e$ to 250,000 $MTCO_2e$.

Minimization and Mitigation

As noted in the 2013 FGEIS, all future industrial development will be subject to applicable air emission permitting under NYSDEC. Such an application will be required to be submitted to NYSDEC who will, in turn, review the application in accordance with all applicable state and federal laws, and impose appropriate permit conditions. NYSDEC will also undertake a review of the potential development's GHG emissions under the CLCPA.

The waste products generated in the largest quantity are typically hydrofluoric and hydrochloric acid. Emissions of hydrofluoric and hydrochloric acid and other chemical pollutants associated with semiconductor manufacturing are controlled with acid gas scrubbers and caustic gas scrubbers. These devices reduce emissions by capturing and converting the contaminants to liquids that can then be treated or disposed of. Volatile organic compounds are controlled with thermal oxidizers which decomposes hazardous gases at high temperatures by burning natural gas. Equipment controlling emissions must be operated and maintained in accordance with the monitoring requirements of any future air permit.

Facilities locating within the Park will have to meet air emission permit requirements designed to meet the NAAQS and comply with all applicable regulatory requirements. NYSDEC will impose, as appropriate, permit conditions to implement emission control equipment and other operating parameter and conditions, which any prospective tenant will be required to abide by. In addition to the permitting requirements, mitigation for air pollutant emissions include material handling protocols and industrial good housekeeping practices.

For purposes of minimizing GHG emissions, future tenants will be encouraged to promote green infrastructure and energy efficiency (Section 9.0) and, to the extent feasible, use renewable forms of energy to power operations. In general, Park tenants will be expected to take a proactive approach to addressing sustainability, climate change and GHG reduction. Depending on the specifics of future development of the Park, this approach may include the following:

- Working to develop process improvements, including those that reduce GHG emissions by eliminating the use of the GHGs with higher GWPs.
- Setting goals to improve energy efficiency and reduce electricity consumption.
- Use of a vehicle fleet that includes hybrid and electric vehicles.

The boilers, incinerator and diesel generators that will be operated at the facility will be new. For the purpose of promoting efficient operation and reducing the potential for excess GHG emissions, these sources will be operated in accordance with the manufacturer's instructions. Boiler maintenance and testing will also be conducted in accordance with the manufacturer's instructions. Dual-fired boilers will be operated such that fuel oil will be used as backup and only when natural gas is not available.

Some specialty gases that will be used in processes at the facility will have built-in point of use (POU) abatement devices which are integral to the processes. The POU abatement expected to be utilized at the facility consist of thermal-based incineration followed by a water scrubber. The halogenated specialty gases, including fluorinated and chlorinated GHGs, will decompose into HF and HCl which is then absorbed by the water side of the POU. The HF and HCl that is not captured by the water side of the POU is then sent to the house scrubbers for control.

With respect to mobile emissions, road and intersection improvements adjacent to the Project site as determined by the traffic analysis will provide for smoother traffic flow and reduced delays along access roads to the Park. Movement of goods and materials for use by rail could help reduce the amount of truck traffic to and from the Project site. Combined these efforts are expected to generally reduce air emissions associated with potential future development of the Park, including GHG emissions.

Construction-related air quality impacts will be temporary, and mitigation will be implemented to control fugitive dust problems by sweeping and wetting down road surfaces and laydown areas used by haul vehicles. In addition, existing vegetative buffer areas will be maintained to the greatest extent practicable on-site to reduce wind-blown dust. Maintaining vegetated buffer areas and re-vegetating disturbed areas as soon as practicable along the periphery of the Park and internally alongside wetlands and other surface features will help control stormwater runoff and fugitive dust from moving off-site.

Erosion and sediment control practices will be implemented on-site and along utility routes being utilized for the installation of utilities. A summary of practices that will implemented are available from the NYSDEC http://www.dec.ny.gov/docs/water_pdf/bluebklite.pdf . These will include a combination of practices to control sediment and dust.

4.7.3 Odor

Odors can result from emission of organic and inorganic compounds. Different compounds produce different odors and have unique detection and recognition thresholds. As indicated in the air permit

application, emissions of hydrogen chloride and ammonia are expected to be among the larger emissions from manufacturing facilities likely to be located in the Park. The permit application indicates estimated actual annual emissions of hydrogen chloride and ammonia each of approximately 20,000 pounds per year. The odor detection threshold for hydrogen chloride is variously listed between one and five parts per million (www.chlorineinstitute.org), and as low as 0.25 ppm (NIH PubChem database). The odor detection threshold for ammonia is 5 ppm according to several sources (OSHA, CDC). Odor detection thresholds for other compounds included in the permit application emissions vary by compound. Without proper mitigation, the potential exists for odors to occur. As noted in the discussion of air impacts and mitigation, facilities manufacturing semiconductors utilize a variety of controls to reduce the concentration of pollutant emissions.

4.8 Ecological Resources

4.8.1 Wetlands

The goal for potential development at the Park has been and continues to be the avoidance of adverse impacts to wetlands to the maximum extent practicable and development of the Park will adhere to a practice of avoidance, minimization, and if necessary, mitigation of impacts to wetlands.

It is anticipated that much of the development at the expanded Park will occur in the prime developable area of approximately 732 acres which does not include any mapped wetlands. As described in Chapter 3, Section 3.8 most of the potential NWI and NYSDEC-mapped wetlands (limited to those that are 12.4 acres or larger) are situated on the eastern perimeter of the Project site (east of Burnet Road) and north of the electric transmission line easement. It is, therefore, anticipated that the Park can be developed without impacting existing wetlands. To the extent development occurs beyond the approximately 732 acres, when a specific development is proposed, field reconnaissance, and if necessary, a wetland delineation, will be conducted prior to actual site development, to identify the design that avoids and minimizes the potential for wetlands impacts.

The goal of avoiding wetland impacts will be furthered by field reconnaissance that confirms the limited extent of regulated jurisdiction wetlands on the Project site compared with mapped wetlands. The new Navigable Waters Protection Rule changed the definition of "waters of the United States," which narrowed the scope of wetlands that fall under federal jurisdiction compared to the rule that was in place at the time of the prior FGEIS in 2013. Under the new Rule, only "adjacent wetlands" that abut or have a direct connection with jurisdictional waters, such as navigable waters and tributaries, fall under USACE jurisdiction. Ephemeral streams, certain ditches, and prior converted cropland, among other features, are not regulated. Because NWI maps only indicate the potential presence of wetlands but are not jurisdictional maps, mapped wetland areas would be subject to the newly revised rule.

After wetland areas are delineated (including state wetland 100-foot adjacent areas) and determined to be jurisdictional based on a conceptual layout, measures to avoid and minimize wetland impacts to the maximum extent practicable will be incorporated into the development design. Mitigation would not be necessary if wetlands are preserved.

If complete avoidance is not practicable for development activities that are not exempt from regulation, development would proceed with permits issued by NYSDEC and/or the USACE. NYSDEC has a designated Class II and a designated Class III wetland near or within the Project site, which are associated with intermittent streams that flow into Youngs Creek, an unregulated Class C, non-navigable stream. A permit application would be submitted to NYSDEC, or a Joint Application to the NYSDEC and USACE in a case of concurrent jurisdiction. Issuance of a permit would be based, in part, on a showing that losses or impacts on the functions and benefits of the wetland have been minimized and the social and economic need for the Project. Required mitigation would likely be minimal because of measures to avoid and minimize impacts, but on-site mitigation areas are available within and north of the NYPA/ National Grid electric transmission line easement, which would allow for a 2:1 mitigation ratio. Onsite mitigation can exist outside of the site boundaries, but within or contiguous to the impacted wetland. This will ensure that the size and integrity of the wetland will be maintained, and lost functions and benefits are replaced in-kind. If onsite mitigation is not feasible or suitable locations are not present, possible off-site mitigation options will be considered in consultation with the NYSDEC. Monitoring would be required for a minimum of five years.

Encroachments on federal jurisdictional wetlands (not jointly associated with NYSDEC wetlands) can be mitigated through purchase of in-lieu fee credits from wetland banks; several wetland banks with credit capacity are available for future development if impacts cannot be avoided; no long-term monitoring is required for in-lieu fee mitigation. USACE review may be further expedited by approval through a Nationwide General Permit or Letter of Permission depending on the scale of future development. At this time, because there is no specific development proposal before OCIDA, potential development-specific impacts to wetlands, if any, cannot be evaluated.

Proposed Utility Line Routes

The same practice of avoiding, minimizing, and if necessary, mitigation of impacts to wetlands will apply to the installation of utilities. Chapter 3, Section 3.8 describes several potential small to medium size mapped wetland areas that will need to be delineated and may fall under the jurisdiction of the USACE as federal wetlands unless excluded by the Navigable Waters Protection Rule. One potential avoidance measure, if necessary, would be to install the utility lines using horizontal directional drilling (HDD) methods to avoid wetland impacts. The need for HDD installation will be determined after a field reconnaissance and delineation to determine if regulated wetlands are present and may be impacted once the conceptual Project site layout is complete.

Proposed Roadway Improvements

The same practice of avoiding, minimizing, and if necessary, mitigation of impacts to wetlands will apply to the proposed roadway improvements. Based on previous wetland delineations performed under the 2013 FGEIS and the wetland evaluation for the expanded Park, there will be no impacts on wetlands at the proposed site driveway entrance on NYS Route 31 or at the NYS Route 31 and Henry Clay Boulevard Intersection. Although TES previously identified Wetland D in close proximity to the proposed driveway entrance for Caughdenoy Road, the delineation was performed prior to the enactment of the Navigable Waters Protection Rule, which narrowed the definition of jurisdictional wetlands. Wetlands were not evaluated in the vicinity of I-81/NYS Route 31 Interchange. These and other NWI-mapped wetlands will

be further evaluated when a more specific development is proposed to determine actual jurisdictional wetland boundaries.

The NYSDEC map identifies a Class II wetland located southeast of NYS Route 31. This wetland's check zone (as shown on Figure 3.8-1) encompasses portions of NYS Route 31 where full depth asphalt, mill and overlay, concrete sidewalks, and grading limits are being proposed. Check zones measure to 500 feet for wetland polygons and 200 feet around linear wetlands. Check zone should not be confused with the regulated "adjacent area". If wetland or adjacent area impacts cannot be avoided, permitting would proceed as described above.

A formal delineation using state and federal criteria has not been conducted at this time but will be completed prior to detailed engineering design if these roadway improvements are chosen by a developer as the most feasible alternative.

4.8.2 Vegetation

Most development in the proposed expanded Park would be south of the transmission lines and west of Burnet Road. Within this area, the Park is anticipated to disturb approximately 400 acres of upland land cover, remaining outside of, and avoiding any impacts to wetland areas.

Anticipated impacts include the temporary and permanent loss of vegetation. This includes the removal of existing trees and the disturbance or stripping of existing ground cover during construction. The development will also include the conversion of existing vegetated cover into impervious surfaces.

Minimization and Mitigation

A preliminary design objective in developing the Park is to balance the amount of industrial development with avoidance and/or minimizing impacts to sensitive features. This includes vegetation, as it pertains to wetland areas and specific wildlife habitats. These areas would be avoided to the maximum extent practicable through careful site planning and design. Impacts, if any, to wetlands will be compensated as previously discussed in section 4.8.2. Additionally, mitigation measures for soils are identified in section 4.5, mitigation for water resources are identified in section 4.6 of this report.

Furthermore, in areas where vegetative restoration is required, the following will be considered:

- Establish 90% permanent ground cover within one growing season (one year) following construction.
- Seeded areas should be evaluated and reseeded as necessary to achieve 90% cover as soon as practicable.
- On flat areas (less than 30 percent slope), mulch (i.e., straw, burlap, chips, etc.) can be applied to aid temporary and permanent restoration and soil stabilization.
- On steeper slopes (in excess of 30 percent slope), mulch and jute nets or erosion control fabrics may be used to provide temporary soil and site stabilization.
- Erosion control fabric can be installed per manufacturer's recommendations. These materials may be placed to minimize soil erosion and surface water runoff on disturbed sites.

- In areas where slopes are in excess of 25 percent or in stream banks, mulch may be anchored or a tackifier may be applied.
- Erosion control fabrics may be installed cross slope on short hills and stream banks.
- On long grades or in runoff ditches, where erosion control fabrics are determined by an environmental inspector to be necessary, fabrics can be installed parallel to the slope with the edges of adjacent sheets overlapped and secured with pegs or stapled to the ground, per the manufacturer's specifications.
- All erosion control fabric installation should be conducted in accordance with the manufacturer's specifications.

4.8.3 Wildlife

Based on the wildlife species observed on the site, potential development at the expanded Park has potential to affect common wildlife species and their associated habitats as described in detail in Chapter 3, section 3.8.3. This includes the five amphibians, two reptiles, 68 birds, and six mammal species identified in the TES report. (See table 3.8-2 in Chapter 3, section 3.8.3.)

Although impacts to critical habitat would be minimized to the greatest extent possible through avoidance and mitigation, potential impacts to wildlife species during development may include habitat fragmentation, habitat loss, and disturbance. Vegetative loss would temporarily disrupt the common wildlife species that inhabit the site; however, it is anticipated the transient wildlife in these areas would adapt during site development and following project completion, either by relocating to suitable areas in other areas on site or to surrounding areas.

No substantial critical habitat loss is anticipated as a result of the potential development at the proposed expanded Park. Specific impacts and mitigation measures regarding wetland areas and vegetation are described above in sections 4.8.1 and 4.8.2, respectively.

Mitigation

Installing the proposed utility corridors, site development, and roadway improvements may include temporary disturbance to wetland areas and other wildlife habitat. For those areas that are mowed and maintained (e.g., existing utility right-of-way), there will be minimal change in habitat character. Best management practices during construction with erosion and sediment controls will prevent siltation into any aqueous habitats. However, in areas where complete habitat avoidance is not practicable, the following mitigation will be considered:

- Retain/maintain existing habitat tracts, whenever feasible.
- Compensatory mitigation (e.g., wetlands) for any habitat loss, as described above in section 4.8.2.

4.8.4 Threatened or Endangered Species

As in 2013, there are no critical environmental areas or significant natural communities within or in the vicinity of the project area. Based on the available resources reviewed, there are no threatened and

endangered animal species identified by the NYSDEC/NYNHP and USFWS known to inhabit or frequent the Project site.

Mitigation

As there are no anticipated impacts to rare, threatened, or endangered wildlife species or communities, specific mitigation is not required. Future site development activities, including utility line construction and roadway improvements, however, will be monitored for any occurrence of the identified potential threatened, endangered, or species of special concern, including the Sedge wren, Eastern massasauga, Indiana bat, Osprey, and Sharp-shinned hawk to ensure that construction activities will avoid any direct harm to these listed species.

Additionally, the following USFWS recommendations, which restrict and/or prohibit incompatible construction practices should be followed, if any potential habitat/species is recognized through site reconnaissance. Additional coordination with NYSDEC should also be made prior to the commencement of development activities for concurrence and further guidance, as wildlife/habitat survey(s) may be required (i.e., a grassland breeding bird survey):

- *Indiana bat:* Follow seasonal restriction on tree cutting. Only cut trees between October 31 and March 31.
- *Sedge wren:* Prohibit incompatible practices, such as mowing and haying during the breeding season (May 1 to September 30).
- *Eastern massasauga:* Complete activities that occur within streams and/or wetlands from June 1 to August 31.
- *Osprey:* Prohibit construction activities during nesting (April 1 to August 31).
- *Sharp-shinned hawk*: Prohibit construction activities during the breeding season (March 31 to June 1).

4.9 Cultural & Archeological Resources

Impacts

The development of the approximately 1,250± acre Project site will result in the demolition of all of the existing buildings located within the project site. OCIDA will follow recommendations of New York State Historic Preservation Office (SHPO) with regard to further examination or assessment of above-ground resources. Construction of the underground utility corridors and in the vicinity of roadway improvements is not likely to impact above-ground historic resources, given their location within or adjacent to existing rights-of-way.

In 2013, EDR conducted a Phase IB archaeological survey and identified no significant archaeological sites within an approximate 340± acre area on the west side of the project site or along the extent of the

proposed sewer line. Therefore, potential archaeological impacts are limited to the approximately 910 acres remaining within the expanded Park site, the proposed utility lines, and any adjoining routes, rights-of-way, and/or other areas needed to support the project or project-related mitigation including existing or proposed infrastructure and improvements that have not previously been examined. On March 5, 2021, OCIDA received a letter from the New York State Department of Environmental Conservation which stated "[W]e have reviewed the statewide inventory of archaeological resources maintained by the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation. These records indicate that the project is not located within an area considered to be sensitive with regard to archaeological resources." OCIDA will follow recommendations of SHPO with regard to potential impacts to archaeological resources.

Mitigation

The SHPO is an involved agency and OCIDA will follow their recommendations with regard to any further evaluation of cultural and archeological resources within the expanded Park. Should any work be required by SHPO, it will be completed by professionals meeting the Secretary of the Interiors Standards. In the event that previously unidentified historic properties or archaeological resources are discovered or if unanticipated effects on historic properties or archaeological resources occur during construction activities, the contractor will stop construction work in the area of the property/resource and coordinate with OCIDA and the SHPO. Should human remains be encountered appropriate actions will immediately be taken to stop work in the surrounding area and cover and secure the remains until the appropriate authorities have been contacted.

4.10 Visual Environment & Aesthetic Resources

4.10.1 Visual Impact Assessment

A Visual Impact Assessment of the project area was performed for a previous industrial scenario at the Park by Integrated Site, Landscape Architects, P.C. in 2000, but its assumptions and conclusions remain valid. Due to the expansion of the Park, and the issuance of the 2019 New York State Department of Environmental Conservation's Program Policy DEP-00-2 "Assessing and Mitigating Visual and Aesthetic Impacts", an updated Visual Impact Assessment was performed to supplement the original. This assessment is included as Appendix D.

The updated assessment included a review of previously identified sensitive receptors, identification of new receptors as defined by the 2019 NYS Policy, assessment of views from those locations, and identification of mitigation strategies for potentially impacted locations. The 2019 policy focuses on resources of National, State, and local significance that are open to the public.

Impacts

The updated Visual Impact Assessment identified a total of 52 sensitive receptor locations that could potentially be impacted by development of the Park. Of those 52 locations, 34 were identified in the previous assessment and 18 were additional locations identified within a 5-mile radius of the Park.

Specific publicly accessible locations identified based upon the DEP 2019 policy category list include the following:

- Oneida Shores County Park
- New York State Barge Canal Historic District
- Cicero Swamp Wildlife Management Area
- Big Bay Swamp
- Stanley J. Hamlin Wildlife Management Area
- Erie Canal National Heritage Area

Based upon their distance from the site, the relatively flat topography, and the presence of forested areas or patches between the location and the site, all these resource locations will have their view to the Park screened.

The following private or local resources were identified as having partially screened views to the Park:

- Immanuel Church – NYS Route 31 (viewpoint #8)
- Great Northern Mall (viewpoint #11)
- Calvary Church – Mud Hill Road (viewpoint #17)
- Airlane Enterprises – Verplank Road (viewpoint #20)
- Hays Airfield – Route 11(viewpoint #28)

The following two locations were determined to have open views to the Park:

- Caughdenoy Road power substation (viewpoint #1)
- Heron Marsh – Caughdenoy Road (viewpoint #34)

Mitigation

Sites determined to have partial or open views to the site will be further assessed as the site development plans are advanced. The developers will work with the county and local agencies during the site development process to identify the best strategies to mitigate any potential visual impacts from the proposed development. Each site will be individually reviewed based upon the site development plans to determine the type and extent of the visual impacts, and to reach consensus on the most appropriate site-specific methods of mitigating those impacts. Based upon the criteria identified in the 2019 NYSDEC Policy, no significant adverse visual impacts to identified public resources are anticipated.

Best management practices implemented during design and construction of the Park will mitigate several visual impacts anticipated from the industrial development of the site. More site-specific measures that can be implemented to mitigate visual impacts of the project will be identified and discussed during the Town's Site Plan review and approval process once the specific development is proposed. No significant adverse visual impacts are anticipated.

Mitigation strategies that may be considered in developing the site include:

- **Construction and Placement of Earthen Berms:** Earthen berms along with landscape plantings and/or fences for screening will interrupt critical viewpoints into the site from several nearby locations. In particular, the residences along Caughdenoy Road west of the site and along Burnet

Road to the east. Berms should be constructed at sufficient heights to block lines of sight from nearby receptors and at no greater than a 3:1 slope to prevent soil erosion and for easier maintenance. A contoured slope of 4:1, 5:1 or gentler ratio is preferable. As the site design process moves forward, berm design and placement will be carefully considered to provide a natural appearing landscape that is context sensitive to its surroundings.

- **Native Plant Material:** Landscape plantings will favor native plant species to maximize survivability rates and to reduce future maintenance costs. A well-designed plant palette consisting of deciduous and evergreen trees and shrubs will be utilized in conjunction with berms, fencing and/or walls to screen certain facilities and parking areas from nearby residents. The plant palette will provide year-round visual interest with flowering, fall color, and evergreen characteristics.

Berms can be designed combining vegetation, landscaping, and screening walls or fencing at sufficient heights to interrupt the lines-of-sight from nearby receptors. These barriers can be effective in mitigating visual and to some extent noise impacts, particularly views and noise generated at ground level by ground operations on site.

- **Forested Buffers:** Opportunities to retain existing forested buffer areas around the perimeter of the site will be identified. This will aid in minimizing views into the site and reducing potential noise and light emanating from the site. The effectiveness of forested buffers to reduce visual and noise intrusions increases with width.

- **Context Sensitivity:** Landscape plantings will be designed to complement the surrounding landscape and provide a less intrusive visual element. As an example, randomized plant layouts in disturbed areas adjacent to currently undeveloped areas will appear more natural and create less visual clutter. Form and function of the planting will be balanced to provide visual screening as quickly as possible with faster growing species, both deciduous and evergreen. Other areas may require more formalized plantings with densely spaced evergreen plant material to visually screen and/or provide mitigation for noise and light intrusion from the site.

- **Camouflage/Disguise:** Colors and patterns of color will aid in minimizing the visual effects of an object on its surrounding viewshed. The utilization of earth tones and similar color schemes in the design of buildings and structures on the site will reduce the visual contrast with surrounding

landscapes. As an example, disguising communication towers as trees is a long-standing design tactic that has been successfully implemented on other sites.

- **Low Profile and Consolidation:** The design of buildings and other supporting facilities should be to the lowest practicable heights. Consolidation of facilities may reduce the development footprint, and thus, lessen the visual impacts. Alternatives considering the height, color and capacity requirements of water towers, communication towers, smokestacks, piping, transmission lines, etc. should be explored to mitigate potential views from off-site locations.

- **Site Lighting:** Light illumination levels on the site must adhere to engineering minimums for security which may result in light pollution outside the site. By utilizing the latest technology with appropriately sized light poles and fixtures, the effects of light spill over can be minimized. Cutoff LED fixtures are efficient and provide more accurate direction of the light. The most efficient combinations of light pole and fixture will be implemented to reduce light spill over to the greatest extent practical without sacrificing safety and security.

- **Site Entrances:** Site entrances and entrance roadways may be engineered to be curvilinear to minimize views into the site from local roads. Installing landscape plant material to obscure the views into the site at entrances can be beneficial, but clear sight lines must be maintained for the safety of all users including bicyclists and pedestrians.

- **On-Site Opportunities:** Integrating opportunities for visual mitigation and noise mitigation efforts with other site design considerations such as stormwater management areas, safety and security features, fencing, berms, screening walls, building placement, landscaping, etc. will be explored.

4.10.2 Lighting Impacts and Mitigation

Impacts

The proposed project will require exterior lighting in the form of roadway, parking lot, and building exterior lighting, to provide adequate safety and security for the employees and visitors to the site. The goal of the site lighting plans will be to provide the necessary light levels for safety and security onsite, while avoiding or minimizing glare, reducing light trespass, and reducing skyglow. The lighting design for the site will seek to use Dark Sky friendly lighting fixtures.

Transportation Lighting

The lighting design for the approach roadways (NYS Route 31 and Caughdenoy Road) and interior roadways on the site will follow the Illuminating Engineering Society (IES) Recommended Practices for lighting of exterior environments (RP-33-99) and for parking lots (RP-20) to avoid or minimize glare and trespass lighting.

The lighting design for the roadways and parking lots will direct light downward using techniques such as cutoff fixtures and shielding. These techniques have proven to be effective in minimizing glare and trespass light that may be detrimental to humans, plants, and animal species surrounding the developed areas of the site and its approach roads.

The proposed roadway improvements outside the site will be designed with standard roadway lighting complying with the current NYSDOT HDM Chapter 12 and the NYSDOT Policy on Highway Lighting for highway lighting. Prior to installation of new highway lighting, the locality must agree to be responsible for the operation and maintenance of the new fixture. The luminaire selection for the roadways will be specified according to the IES. The lighting equipment will be selected based on the locality preferences and standards specified in the NYSDOT HDM. Lighting solutions that may create spillover or glare on offsite resources will not be considered for lighting of the roadways.

Exterior Lighting of Structures

The facility structures for the development will require exterior lighting for safety and security of employees and visitors. As the project moves to more detailed design, the designers will employ Dark Skies guidelines to ensure that exterior building lighting will focus all lighting down toward the ground to minimize spillover of light upward.

Obstruction Lighting

The site is within five miles of the of the Syracuse Hancock International Airport. This falls within the limits of requirements for obstruction lighting of any onsite structure 200 feet tall or greater. (USDOT FAA Advisory Circular AC70/7460-1M dated 11/16/2020). The development of the site has established a maximum height of 160 feet for any structures built on the site. This would indicate that there will be no requirements for Obstruction lighting on the site. Further coordination with the Syracuse Hancock International Airport and the FAA during site design will be required to confirm that no structures erected on the site will require Obstruction Lighting.

4.11 Noise

4.11.1 Impacts

The nature of potential noise impacts resulting from development and operation of the Park have not changed significantly since the completion of the 2013 FGEIS. However, the expanded footprint of the Park and the proposed roadway improvements include additional areas that require noise impact assessment for construction and operation activities.

The proposed expanded Park includes areas currently zoned for industrial uses as a right of use, as well as areas currently zoned for residential and agricultural uses (see Section 3.1.2). Industrial development has the potential to cause an increase in environmental sound levels in the vicinity of the Park due to industrial operations and employee and delivery traffic. Traffic will be comprised of both automobile and truck traffic, but the composition of new traffic is uncertain until specific industrial tenants are known.

Depending on specific industries, noise from manufacturing processes, public address systems, building heating, ventilation and cooling systems, truck movement, and back-up alarms may, among others, all be potential sources of noise. Future tenants may need to assess the impacts of their operations on ambient conditions as part of the Town's site plan approval process. Traffic and site operations are expected throughout the day and at night depending on operational requirements. Most sources are considered stationary but may vary in intensity and duration.

Construction noise is an unavoidable impact of land development activity and will vary daily and by season. Noise will originate from the use of heavy equipment for land clearing and earthmoving. Impacts will be highly variable as equipment moves around the site and external construction areas.

Assessment Guidance

As discussed in Chapter 3, the NYSDEC guidance document, ***Assessing and Mitigating Noise Impacts*** provides noise impact assessment procedures and identifies potential mitigation practices. The NYSDEC guidance states:

> *"When certain criteria are satisfied, the need for undertaking a noise impact analysis at any level is eliminated. These criteria are as follows:*
>
> *a) The site is contained within an area in which local zoning provides for the intended use as a "right of use". It does not apply to activities that are permissible only after an applicant is granted a special use permit by the local government; and*
> *b) The applicant's operational plan incorporates appropriate best management practices (BMPs [see Section V.C. Mitigation - Best Management Practices]) for noise control for all facets of the operation.*
>
> *Where activities may be undertaken as a "right of use", it is presumed that noise has been addressed in establishing the zoning. Any residual noise that is present following BMP implementation should be considered an inherent component of the activity that has been found acceptable in consideration of the zoning designation of the site."*

NYSDEC guidance provides for different impact threshold levels for projected noise over ambient sound levels. To this, the guidance document also states:

> *"The goal for any permitted operation should be to minimize increases in sound pressure level above ambient levels at the chosen point of sound reception. Increases ranging from 0-3 dB should have no appreciable effect on receptors. Increases from 3-6 dB may have potential for adverse noise impact only in cases where the most sensitive of receptors are present. Sound pressure increases of more than 6 dB may require a closer analysis of impact potential depending on existing SPLs (Sound Pressure Levels) and the character of surrounding land use and receptors. SPL increases approaching 10 dB result in a perceived doubling of SPL. The perceived doubling of the SPL results from the fact that SPLs are measured on a logarithmic scale. An increase of 10 dB(A) deserves consideration of avoidance and mitigation measures in most cases."*

NYSDEC guidance states that typical human reaction to increases in decibel levels are as follows:

- *Under 5 decibels increase* — *Unnoticed to Tolerable*
- *5 - 10 decibel increase* — *Intrusive*
- *10 - 15 decibel increase* — *Very Noticeable*
- *15 - 20 decibel increase* — *Objectionable*
- *Over 20 decibels increase* — *Very Objectionable to Intolerable*

This noise impact assessment also considers the project in relation to local ordinances. Section 152-4 of the Clay Town Code, denoting specific performance limits on noise in industrial districts and limits on construction activity, and Section 143 of the Town of Cicero Town code specifying limits on construction activities, are discussed in Chapter 3, Section 3.11.

Noise levels generally decrease at an attenuation rate of 6 dB(A) per doubling of distance under ideal conditions. In other words, a receptor located approximately 100 feet from the source would be expected to experience a level that is 6 dB(A) less than a receptor located 50 feet from the source.

In reality, projected noise levels are influence by local variables, including weather conditions and the screening effects of vegetation and topography, and observations are likely to vary from the idealized model. In many cases, observed sound levels at receptors may be lower than anticipated due to the screening effects of intervening topography, structures and vegetation, and atmospheric absorption of sound energy.

Preliminary Noise Assessment

Although specific industrial uses and the scale of their development are not known some assumptions on noise can be based on a potential development and a conceptual footprint based on the prime developable area. For assessment purposes several assumptions can be made concerning development and potential noise sources including:

- Construction-associated noise will be produced during construction of on-site infrastructure, including demolition of existing structures, installation of roadways, parking areas, utilities, stormwater management areas, buildings, as well as during construction of improvements to existing infrastructure external to OCIDA's property boundaries, including new utility installations and improvements to nearby roadways.

- Operations including vehicle traffic and equipment movement along internal roadways, utility/storage yards and parking areas will generate noise. Manufacturing processes and building mechanical systems (heating, ventilation, air conditioning, etc.) may also create exterior noise.

To estimate potential noise levels, five residential areas near the expanded Park area were considered representative of other nearby receptors. Distances between noise generated on site and the property lines of the proposed expanded Park and these receptors were determined using publicly available mapping, including aerial photos. Typical noise levels that may be generated by the project were estimated using NYSDEC guidelines and other source materials from the Federal Highway Administration, Federal Railroad Administration, and website research.

The five receptors include:

a) A home approximately 800 feet north of the Caughdenoy Road/NYS Route 31 intersection representative of at least five other residences along the west side of Caughdenoy Road
b) A home approximately 2,700 feet north of the Caughdenoy Road/NYS Route 31 intersection on the west side of Caughdenoy Road just south of the Jerome Fire Equipment Company

c) A home on the east side of Caughdenoy Road approximately 750 feet north of the existing CSX grade crossing, approximately 150 feet west of the Park's property boundary representing two other homes in the vicinity
d) A home south of the Park's property line and the Old Route 31 right-of-way. This is north of NYS Route 31 and represents other residential parcels in this vicinity
e) A home in a residential development east of the Park's property line on Meltzer Court

Construction Noise

Construction noise differs from operational noise in several ways:

- Construction noise is highly variable and somewhat unpredictable depending on the type of equipment and its location relative to a receptor. Construction traffic noise varies by vehicle and by where along the travel path the vehicle is located relative to the receptor.

- Construction generally occurs during daytime hours when most receptor activity is occurring outside and less likely to adversely affect outdoor activity unless it is based on recreation or similar outdoor uses that may rely on quiet conditions.

- Construction activity is generally short-term and more acceptable as such.

Noise levels generated during construction activities within the Park were estimated using information for different types of construction equipment by determining levels at specific distances from the source based on typical noise attenuation rates. Noise levels for construction equipment are presented in Table 4.11-1. These levels are based on a reference distance of 50 feet from the source of noise (engine, muffler, etc.), as obtained from the NYSDEC guidance and Federal Highway Administration Construction Noise Handbook[1].

[1] Construction Noise Handbook Final Report, US Department of Transportation – Federal Highway Administration, August 2006

Table 4.11-1: Typical Construction Equipment Noise Levels		
Construction Equipment	**Typical Noise Level dB(A) at 50 Feet from Source**	
	FHWA	**NYSDEC**
Air Compressor	81	-
Backhoe	80	83-86
Concrete Mixer	85	63-71
Concrete Pump	82	-
Crane	83	-
Dozer	85	80
Generator	81	78
Grader	85	85
Jack Hammer	88	82
Loader	85	-
Paver	89	-
Pile Driver	101	-
Roller	74	-
Scraper	89	-
Shovel	82	-
Truck (Dump)	88	91

Sources: FHWA Construction Noise Handbook &
NYSDEC "Assessing and Mitigating Noise Impacts" 2001

Potential development would include demolition, on-site construction activities within the Town of Clay and roadway improvement construction in the Town of Clay and the Town of Cicero. For the purposes of this preliminary assessment, it is presumed that construction activities will take place within the hours specified in the respective town codes.

For estimating construction noise three pieces of equipment were assumed to be operating simultaneously in the same area of the site. A dump truck at 91dB(A), a grader at 85dB(A) and a dozer at 80dB(A) combining for a total 93 dB(A) at 50 feet per the NYS DEC guidance document. The potential noise levels experienced at the five receptor locations are indicated in Table 4.11-2.

Table 4.11-2 Potential Construction Noise at Receptors								
Receptor Number	Distance from OCIDA PL to Receptor PL	Representative Day Time Ambient Sound Level	Construction Noise at OCIDA P_L w/o screening	Distance from Town Setback/ Building Line to Receptor PL	Construction Noise at Receptor P_L with w/o buffer screening	Construction Noise at Receptor P_L with w/ buffer screening	Combined Noise at Receptor P_L with w/ buffer screening	Increase in Sound Level at Receptor P_L with w/ buffer screening
1	50 ft.	72.9 dBA	81 dBA	250 ft.	79.5 dBA	74.5 dBA	76.5 dBA	3.6 dBA
2	50 ft.	63.6 dBA	81 dBA	250 ft.	79.5 dBA	74.5 dBA	74.5 dBA	10.9 dBA
3	50 ft.	63.6 dBA	81 dBA	350 ft.	77.0 dBA	72.0 dBA	73.0 dBA	9.4 dBA
4	50 ft.	72.9 dBA	81 dBA	250 ft.	79.5 dBA	74.5 dBA	76.5 dBA	3.6 dBA
5	50 ft.	51.0 dBA	81 dBA	250 ft.	79.5 dBA	74.5 dBA	74.5 dBA	23.5 dBA

If assumed to be operating at the required Town setback line of 200 feet from the expanded Park boundary the noise level at the property line would be approximately 81dB(A). At receptor property lines the noise levels would be slightly lower at approximately 79.5 dB(A) at the three nearest receptors. This noise level assumes no additional attenuation by topography or vegetation in the 200-foot project buffer.

Dense vegetation may reduce noise levels further between 3 to 7 dB(A) per NYSDEC guidance which is reflected in the last column of Table 4.11-2 where the reduction in noise levels was assumed to be mid-point at 5 dB(A). Topographic screening and/or constructed barriers have the potential to reduce sound propagation by significant measures (in excess of 10 dBA), depending on orientation. A combination of earthen berms and/or vegetation would create additional attenuation if the line-of-sight is effectively blocked. Effective berms at sufficient heights could reduce levels further from those shown in the last column of Table 4.11-2.

NYSDOT construction noise guidelines recommend maximum allowable levels of 80 dB(A) at a receptor. Such levels are most likely to occur within 200 feet of a noise source and on site because of the existing 200-foot setback along Caughdenoy Road and NYS Route 31 at the Park. For example, assuming a maximum noise level generated by several pieces of equipment operating at 93 dB(A) at 50 feet and attenuation of 12 decibels at 200 feet would result in the 81 dB(A) shown above. At 400 feet the sound level would decrease to 74 dB(A) and less than 65 dB(A) at about one-quarter mile.

In general, the closest residences to the site (and on-site construction activity) are about 300 feet from the outermost building line (setback) allowed by local zoning. Thus, construction noise levels at a nearby off-site receptor at this distance would be approximately 77 dB(A) or about 3 decibels below the 80 dB(A) NYSDOT guideline.

Roadway improvements and utility installation may take place closer to nearby residents (about 100 feet from the centerline) and could experience slightly higher temporary levels. Temporary construction activity beyond the boundaries of the expanded Park that will be necessary for utility installation and roadway improvements along NYS Route 31 and Caughdenoy Road may result in noise levels at nearby residences greater than that which might be expected from on-site construction work.

Operational Noise

Operational noise from potential development at the proposed expanded Park is anticipated to include vehicle and equipment movement along internal roadways such as employee vehicles and delivery trucks; utility/storage yards and parking areas; manufacturing processes; and building systems such as heating, ventilation, and air conditioning.

Ambient sound levels at the Park location currently exceed "Steady-State" (operational) limits specified in the Town of Clay noise ordinance. Industrial operations at the proposed expanded Park do not present the potential to cause sound levels to exceed these limits at the property line. Therefore, this preliminary analysis evaluates potential impacts associated with operational noise resulting in sound levels above current ambient conditions.

Vehicular traffic speeds within the Park are expected to be controlled, and associated noise levels from vehicular traffic will correspond to NYSDEC's categorization of *Light Auto Traffic*, producing sound levels of 50-55 dB(A) at a distance of 50 feet. Building systems would likely contribute sound levels on the order of NYSDEC's level of approximately 60-65 dB(A) per unit at a distance of 20 feet. (See Figure 4.11-1)

Sound levels originating from multiple sources are additive. However, as decibels are measured on a logarithmic scale, source sound levels are also added logarithmically. As a result, a maximum combined sound level produced by multiple contributing sources is limited to approximately 10 decibels above the highest individual contributing sound level. Furthermore, as sound levels also decay logarithmically over distance, the additive effects of sound levels are limited by the proximity of the sound sources to one another. For the purposes of this preliminary analysis, combined operational sound levels within the operational footprint of the site (200 feet from the property line) are presumed to be a conservatively high 72 dB(A) at a distance of 50 feet.

Operational noise levels estimated for post-construction activity on site are shown in Table 4.11-3. In this instance, assuming an operational noise level of 72 dB(A) at 50 feet and attenuation of 3 to 7 decibels per distance doubling or assuming 5 dB(A) as mid-point, would result in 62 dBA at the proposed expanded Park's property line and slightly less at nearby receptor property lines. Day-time ambient sound levels along Caughdenoy Road and NYS Route 31 currently exceed these operational sound levels projected to the Park property lines.

Dense vegetation may reduce noise levels further between 3 to 7 dB(A) per NYSDEC guidance, which is reflected in the last column of Table 4.11-3**,** where the reduction in noise levels was assumed to be mid-point at 5 dB(A). Topographic screening and/or constructed barriers have the potential to reduce sound propagation by significant measures (in excess of 10 dBA), depending on orientation. A combination of earthen berms and/or vegetation would create additional attenuation if the line-of-sight is effectively

blocked. With the addition of modest amounts of screening, the levels at receptors closest to the noise might be reduced to 56 dB(A). This assumes noise being generated up to the setback line on site, which may or may not be the case. A more likely scenario would assume noise levels are generated in more interior portions of the site, thereby resulting in noise levels slightly lower at receptor locations.

Table 4.11-3 Potential Operational Noise at Receptors

Receptor Number	Distance from OCIDA PL to Receptor PL	Measured Representative Day Time Ambient Sound Level	Assumed Representative Night Time Ambient Sound Level	Operation Noise at OCIDA P_L w/o screening	Distance from Town Setback/ Building Line to Receptor PL	Operation Noise at Receptor P_L w/o buffer screening	Operation Noise at Receptor P_L with w/ buffer screening	Day Time Combined Noise at Receptor P_L with w/ buffer screening	Night Time Combined Noise at Receptor P_L with w/ buffer screening	Night Time Increase in Sound Level at Receptor P_L with w/ buffer screening
1	50 ft.	72.9 dBA	62.9 dBA	62 dBA	250 ft.	61.0 dBA	56.0 dBA	72.9 dBA	63.9 dBA	1.0 dBA
2	50 ft.	63.6 dBA	53.6 dBA	62 dBA	250 ft.	61.0 dBA	56.0 dBA	64.6 dBA	58.0 dBA	4.4 dBA
3	50 ft.	63.6 dBA	53.6 dBA	62 dBA	350 ft.	58.0 dBA	53.0 dBA	63.6 dBA	56.6 dBA	3.0 dBA
4	50 ft.	72.9 dBA	62.9 dBA	62 dBA	250 ft.	61.0 dBA	56.0 dBA	72.9 dBA	63.9 dBA	1.0 dBA
5	NA*	51.0 dBA	41.0 dBA	62 dBA	2,400 ft.*	40.4 dBA	<30.0 dBA	51.0 dBA	41.0 dBA	0.0 dBA

*Presumes operations only to the west of Burnet Road

Operational noise, including during nighttime operations, observed at nearby residential receptors adjacent to the site may result in increases in sound levels from existing ambient conditions in the range of 0.0 to 4.4 dB(A).

Impacts

The NYSDEC Noise Policy indicates increases in sound pressure levels of less than 5 decibels are considered "*unnoticed to tolerable"* by human hearing. NYSDEC guidelines further state that increases in sound pressure levels between 0 to 3 dB should have no appreciable effect on receptors. Changes in noise levels of 3 dB(A) or less are not perceptible by human hearing. An increase of 3 to 6 dB may have a potential for adverse noise impact in cases where the most sensitive receptors are present. An increase of more than 6 dB may require a closer analysis of impact potential depending on existing sound pressure levels and the character of the surrounding land use and receptors.

Furthermore, NYSDEC guidance states that the goal for any permitted operation should be to minimize noise levels above ambient levels at the chosen point of sound reception. The addition of any noise source, in a non-industrial setting, should not raise the ambient noise level above a maximum of 65 dB(A). Ambient noise levels in an industrial or commercial area may exceed 65 dB(A) with a high end of 79 dB(A). In these instances, mitigation measures utilizing best management practices should be used in an effort to ensure that a facility's generated sound levels are at a minimum.

The analysis above indicates potential worst-case-scenario increases of sound levels at surrounding receptor property lines of up to 4.4 dB(A) during nighttime operations. Increases of this magnitude are considered "unnoticed to tolerable," and present the potential for adverse impacts only in cases of the most sensitive receptors. These findings are predicated upon operational sound levels consistent with operational noise sources contributing 62 dB(A) at the Park property line. Operational sound sources resulting in projected sound levels at the Park property line in excess of 62 dB(A) may require additional analysis and/or mitigation.

Temporary and intermittent construction activities may have the potential to increase sound levels in excess of 10 dB(A) at nearby receptor property lines depending on the exact location of construction activities associated with a specific development proposal. NYSDEC notes increases in sound pressure levels of 10-15 decibels to be "very noticeable," 10-15 decibels to be "objectionable," and above 20 decibels to be "very objectionable to intolerable." Increases in sound levels due to construction activities are an unavoidable temporary impact that may warrant additional mitigation.

4.11.2 Mitigation

In many instances operational noise can be mitigated by site layout to increase the distance between noise source and receptor to the greatest extent possible. Additional reductions can be achieved by maintaining natural buffer areas as vegetative screens and constructing earthen berms or other noise barriers on site. Physically blocking the line-of-sight between source and receptor is effective in reducing noise levels to some degree.

The location and need for earthen berms and similar types of noise barriers will be confirmed at the time a specific tenant proceeds with site engineering and review by the Town. Earthen berms will be effective in reducing noise levels if sufficient in height, width, and length. Overall dimensions will need to be determined. A barrier may be required in lieu of a berm if space is restricted.

The placement of buildings, utility yards, equipment, and materials storage, loading docks, air compressors, etc. can influence noise levels at off-site receptors. Screening these areas from receptors east, west, and south of the Park may be necessary. Additional measures include installing enclosures of heating, ventilation, and air conditioning (HVAC) building systems and utilities. Noise from transportation sources can be mitigated by adjusting work and delivery schedules to distribute employee and truck traffic during hours of operation.

At a minimum, the following mitigation measures will be incorporated into the various phases of site development to reduce potential noise impacts.

- Community accessible information including construction schedules will be prepared by project tenants and made available at suitable locations (door-to-door, websites, town offices) to notify neighbors of upcoming work. A complaint resolution process will be implemented and monitored by the tenant and/or OCIDA during construction.
- All construction equipment will be maintained with properly functioning noise reduction muffler systems per manufacturer's specifications as part of construction contracts and contractor responsibilities.

- Earth-moving equipment will be restricted from "tail gate banging" during sensitive times of the day (early morning and late evening) and when operating near residential receptors.
- Building construction near adjacent residential receptors will consider phasing opportunities and scheduling work to reduce potential noise impacts by erecting buildings, berms, stockpiling materials, structure placement, etc. to interrupt sight lines and therefore reduce noise levels being generated in the direction of sensitive receptors as construction advances on-site.
- Haul roads, access drives, materials storage areas, staging areas, etc. will be placed as far from sensitive receptors and internal to central portions of the site to the greatest extent practicable.
- Limiting construction to normal daylight hours to the greatest extent practicable. If nighttime construction is required, consideration will need to be given to use of variable level audible back-up alarms on heavy equipment, and/or use of strobe lights or other OSHA approved safety devices.
- Establish a project hotline (website and phone numbers) so residents can be kept informed of the status of project construction and obtain information for forwarding on complaints relative to construction activity due to noise, dust, work hours, etc.

4.12 Human Health

Due to the anticipated construction and operations of the expanded Park, there could be activities that cause some degree of change to the physical aspects of the surrounding area, including the potential for increased traffic, air emissions and noise. These changes have the potential to cause small to moderate impacts to the human health of surrounding residents including more "sensitive" receptors like nursing home residents and small children.

Future construction activities at the Park could create impacts associated with construction equipment noise, dust generation associated with earth moving/grading, and increased vehicular traffic. New manufacturing operations will result in some degree of air emissions, depending upon the specific manufacturing processes (see Section 4.7). Long-term site operations could also impact public safety due to increased traffic from the relatively large workforce.

Minimization and mitigation for temporary impacts during construction activities include restrictions on site access, hours of construction activity, delivery of equipment and materials to the site, measures to control dust from disturbed soil, best management practices for temporary fuel storage, and flagging/traffic control measures to protect all modes of travel within any construction area or public right-of-way.

General impact minimization and mitigation measures will require that the future site tenants obtain all necessary local, state, and federal permits, demonstrating that they are developing and operating the site in accordance with all regulatory requirements and laws. Operational procedures and avoidance measures will be established to minimize potential offsite impacts to human health. Mitigation measures for potential impacts during operation of new facilities include improvements in intersection designs, implementation of air emission control devices on industrial process, and vegetative and earthen noise barriers between new facilities and neighboring properties. Specific mitigation measures for traffic, air and noise are addressed in greater detail in Sections 4.3, 4.7, and 4.11, respectively.

Past spills constitute relatively minor environmental incidents that are not expected to present any significant human health or environmental risks to the Project or surrounding community considering the small quantities of spilled material and the status of the spills (i.e., all dealt with to the satisfaction of NYSDEC). Furthermore, with one exception, the spills did not occur within the expanded Park boundaries. The one spill that did occur at the north end of Burnet Road only involved 2 quarts of oil and has been satisfactorily addressed. A Geotechnical Investigation Report[2] previously prepared for the Park did not encounter any adverse environmental conditions. There were two minor past spills that occurred in off-site areas where new utility lines could be constructed. In the unlikely event that any contaminated soil is encountered during construction, it will be segregated, sampled, and disposed of in accordance with applicable regulations.

[2] C&S Engineers, Inc. Geotechnical Investigation Report (1996).

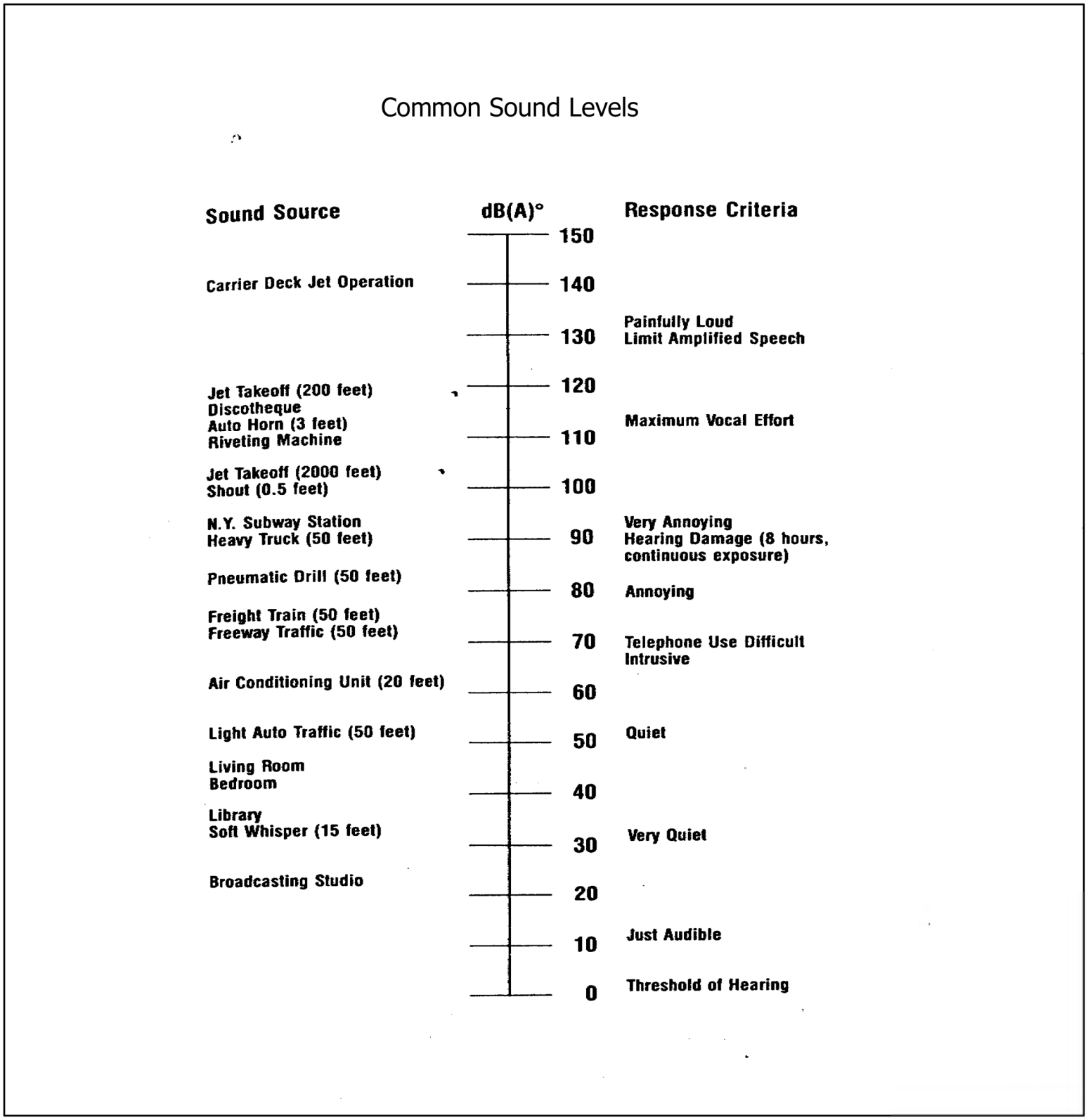


Figure 4.11-1:
COMMON SOUND LEVELS

Date Printed: 4/27/2021

Data Sources:
Table E (page 19) from NYSDEC Assessing and Mitigating Noise Impacts, dated February 2, 2001.

5.0 CUMULATIVE IMPACTS

5.1 Cumulative Impacts

It is anticipated that the expansion of the Park and subsequent development of the Park for industrial semiconductor uses will induce similar cumulative impacts and effects to the area as was identified during the 2013 FGEIS. It remains possible that the expanded Park could be a catalyst to additional industrial and business development in this area, particularly, the area to the west of the Park along Caughdenoy Road that is already zoned for industrial uses (I-2) and areas south of the expanded Park where lands are vacant and currently for sale. The addition of the sewer line to and through this area further adds to the attractiveness to develop this area for industrial or business use.

There are several new developments in various stages of approval and review by the Town of Clay Planning Board. The two most relevant developments are a 60-unit senior housing complex along Brewerton Road east of the Park, which was recently approved by the Town of Clay Planning Board for construction. There is also a mixed use Planned Development District (PDD) on the corner of NYS Route 31 and Henry Clay Boulevard that will soon be presented to the Town of Clay Planning Board for approval. If approved, this new PDD will include approximately 100 +/- apartments and some mixed-use retail units on the bottom floors towards the front of the parcel. Given their distance from the Park, it is not anticipated that the construction of either of these potential developments would create cumulative impacts if constructed concurrently with the development of the Park.

The development of the expanded Park or any surrounding areas that develop as a result of development at the Park could create positive cumulative impacts and economic spin-off. This could include an increase in employment opportunities, increases in local discretionary spending providing additional sales tax revenues to State and local governments, demand for new goods and services support businesses, and further diversify the tax base of the Town of Clay.

The installation of a sewer force main along NYS Route 31/Caughdenoy Road intersection and northward along Caughdenoy Road paired with the various intersection improvements along NYS Route 31 will likely make this area attractive to industrial and business uses as well. Added industrial and business uses would increase traffic along NYS Route 31 and Caughdenoy Road. The additional traffic on NYS Route 31 could impact levels of service at several intersections and require improvements at a quicker pace than presently expected as discussed in Chapter 4, Section 4.3.

Potential new growth and economic expansion could create some adverse cumulative impacts. Changes in surrounding land use could put additional demand on sewer capacity and wastewater treatment at the Oak Orchard WWTP and may require upgrades to capacity at the plant to support future growth in the area. The conversion of undeveloped land to other uses will cause a loss of vegetation and wildlife habitat. Encroachment and impacts to environmentally sensitive features including, but not limited to wetlands and floodplains may occur. Changes in visual character from relatively undeveloped land to increased densities may also result. Depending on the nature and extent of development, there may be increased demand on municipal services for fire, police and emergency services. There may also be increased demand on housing, schools and local utilities. The mitigation of these potential impacts will need to be determined as new development projects are introduced and will need to be coordinated at that time with the Town of Clay and possibly other entities and involved agencies.

5.2 Mitigation

Road improvements and the provision of other infrastructure, particularly expanded sanitary sewer capacity at the Oak Orchard Wastewater Treatment Plant, and the potential cost implications for increased municipal services in anticipation of further development of the area would require local, state and federal funding. The establishment and implementation of policies at the Town and County level will be required to manage land use and infrastructure development along and especially north of the NYS Route 31 corridor to control the potential for adverse effects of additional development in the area. These policies may be established through the *Town of Clay Northern Land Use Study* and/or the Onondaga County Comprehensive Plan update. Implementation could also be accomplished through Town zoning and County Section 239 project reviews.

6.0 UNAVOIDABLE ADVERSE IMPACTS

6.1 Unavoidable Impacts

Many of the unavoidable adverse impacts that are likely to result from the expansion of the Park remain similar to those anticipated during the 2013 FGEIS. The difference is the geographic extent given the proposed Park expansion, which could result in greater impacts but also allow for additional buffers to avoid, minimize, and mitigate certain impacts (e.g., ecological, noise, etc.). The unavoidable impacts include the following.

6.1.1 Construction Impacts

It is expected that the expansion of the Park and subsequent construction activities during the development of the Park will generate some temporary impacts as an unavoidable consequence of the development of the Park. These impacts and their intensity will vary throughout the development of the Park. Impacts are likely to include an increase in truck traffic on nearby roads, primarily NYS Route 31 and Caughdenoy Road as construction workers and materials are transported to and from the Project site.

As identified in the 2013 FGEIS, heavy machinery and construction equipment will be used throughout construction. As a result, noise levels will increase in surrounding areas during construction activity. Limiting the placement and storage of equipment and materials as far as possible from residences surrounding the Park will help to mitigate the increase in noise levels. Construction activities will also be limited to normal daytime hours whenever possible consistent with the Town of Clay Noise Ordinance requirements to minimize impacts to nearby residents.

Excavation and the transport of materials have the potential to create fugitive dust from unpaved surfaces depending on wind direction and drying conditions. Dust will be controlled by sweeping adjacent roads to the Project site and watering access roads on site as needed. In addition, in compliance with State water quality and stormwater management regulations future development will require a complete detailed Erosion and Sediment Control and Stormwater Pollution Prevention Plan prior to any construction. These plans will be developed by future project tenants in compliance with all local, State and federal regulations. Contractors working on site will also be required to follow best management construction practices to reduce the potential for soil erosion, dust, noise, traffic and other construction impacts.

6.1.2 Traffic

An increase in traffic will result from construction and development of the expanded Park. Traffic is also projected to increase from other developments occurring in the area and will change the existing levels of service at certain intersections along NYS Route 31. Therefore, roadway improvements along NYS Route 31 are proposed based on existing and future traffic volumes. Regardless of development at the Park, transportation improvements will be required along NYS Route 31 as other development occurs over time.

6.1.3 Air Quality and Noise

Future industrial use at the expanded Park will result in increased traffic, including employee vehicles, trucks, and the possible use of rail. This will increase noise and air emissions from the Park area. There will also be an increased use of energy, water and wastewater treatment resulting from development, but the exact degree of increase is unknown at this time. The use of natural gas for process heat demands and thermal oxidizers for the destruction of volatile organic compounds will generate combustion related air pollutants. The use of chemicals in manufacturing processes will generate non-combustion air pollutants. Emission control equipment will be utilized to reduce the emission rates and overall volume of released pollutants.

6.1.4 Ecology

Areas of open field cover type within the expanded Park will be developed. It is anticipated additional upland shrubland and woodland habitat areas will also be affected by the expansion. As the Park does have the potential to impact both state and federal jurisdictional wetlands, the associated habitat areas may also be impacted by development of the expanded Park. This is consistent with the findings of the 2013 FGEIS. Much of the Park will maintain its natural habitats as areas set aside from development. Some areas on site that may experience temporary disturbance from construction activities could return to vegetated locations, (i.e., stormwater management areas, landscaping, and visual buffers). Furthermore, it is anticipated that most wildlife would adjust to site development either by relocating to suitable areas on site or to surrounding areas.

6.1.5 Visual Character

Similar to the analysis in the 2013 FGEIS, the development of the expanded Park site will alter the visual character, which currently consists of single family rural residential plots, undeveloped rural open space comprised of former farm fields, and shrub and woodland. The future development at the expanded Park will instead include industrial buildings, parking areas, support facilities, and internal roads. It is anticipated that during development at the expanded Park wetlands within the Park will remain undeveloped.

Visual changes resulting from construction and development are unavoidable. Measures to reduce the effects of visual changes include the placement of additional vegetative buffers and landscaped berms at key locations around the site, particularly along the western and southern periphery of the site to screen views and mitigate noise.

The need for specific visual mitigation measures will be determined once tenants are known and the degree of potential visual impact is determined. Building placement, the use of attractive building materials and structural design features and landscaping will be encouraged by the OCIDA to enhance the appearance of buildings and grounds. Appropriate lighting fixtures and other site design features will be determined in coordination with the Town of Clay's site plan review process.

6.1.6 Displacement of Existing Property Owners

For the objectives of the Project to be achieved, OCIDA must increase the size of the Park to make it more attractive to potential future tenants, specifically tenants in the semiconductor industry. The proposed expanded Park footprint requires that OCIDA acquire certain residences along Caughdenoy Road, NYS Route 31 and approximately 3 dozen residences along Burnet Road. These residential properties have been acquired or will be acquired by OCIDA through negotiated purchase agreements or pursuant to the Eminent Domain Procedure Law (EDPL) and existing owners will need to relocate. OCIDA must also acquire the property on which the existing telecommunication tower is located.

The properties along NYS Route 31 and Burnet Road represent a significant portion of the expanded Park's prime developable area and are therefore a necessary component of the Project. Existing structures and improvements will ultimately be demolished and/or removed in furtherance of the potential future development of the Park. Demolition activities will be conducted in accordance with Town of Clay requirements, and all debris will be disposed of at authorized off site facilities in accordance with applicable regulations. The telecommunications tower will need to be disassembled and relocated. The acquisition and removal of the residences along Burnet Road allows for the expansion of the Park footprint to accommodate large-scale campus like development for tenants and will enable maximum use of setbacks and buffers between the prime developable area of the Park and the nearest land uses to the east along and off of Brewerton Road in the Town of Cicero.

While the removal of the aforementioned residences and tower are unavoidable, owners will receive fair market value for their properties, thus enabling them to relocate within the Town of Clay or elsewhere. OCIDA will also pay the seller's normal transaction costs of updating the title and survey, recording fees, transfer taxes and other similar expenses in connection with the transfer of these properties as well as the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem charges and other similar charges. In the event it is necessary to acquire any such properties pursuant to the EDPL, as condemnor, the Agency will offer just compensation based on the fair market value determined by its highest approved appraisal, and the respective property owners will have the right to challenge the amount of such just compensation under EDPL Article 5. The Agency will also pay, upon acquisition, any costs associated with recording fees, transfer taxes, penalties incurred by the condemnee for prepayment of any preexisting recorded mortgage entered into in good faith encumbering the property, and the pro rata portion of real property taxes, water rents, sewer rents, special ad valorem taxes and other similar charges.

7.0 GROWTH-INDUCING IMPACTS

The growth-inducing impacts that are likely to result from the expansion of the Park remain similar to those anticipated during the 2013 FGEIS.

7.1 Population Growth

It remains reasonable to expect that the development of the expanded Park will result in some direct and secondary growth impacts to the surrounding community. Direct impacts will result from the development of the Park itself. Secondary impacts such as industrial-related support businesses or other commercial businesses being established near the Park are also possible.

Direct impacts will include job creation both on a temporary basis during construction and long-term employment once buildings and ancillary facilities are completed and become operational. It is anticipated that construction of a campus for a large semiconductor industrial tenant will occur over the course of a year or more.

Most job opportunities created during construction will be filled by the local labor pool. However, it is anticipated that the development of the expanded Park will bring approximately 4,000 full-time high paying jobs to Onondaga County. The potential exists for many of these new jobs to be filled by people that are not currently living within the Syracuse Metropolitan Area, meaning that there could be a proportional increase in the number of households in the Syracuse metropolitan statistical area (MSA) as well as the need for new housing.

It is estimated that the North Syracuse Central School District enrollment would increase by approximately 1.6%. This increase in school population is not anticipated to place an undue burden on local schools and educational facilities, mainly due to the recent decline in the Syracuse Metropolitan Area population and resulting decline in the student aged population.

7.2 Infrastructure-Induced Growth

The development of the expanded Park will necessitate the construction of new infrastructure. The most important infrastructure improvements that are needed to support the proposed development include the traffic mitigation improvements described in Section 4.1.10, the installation of sewer force mains being designed to support the greater Oak Orchard District and a gas line as described in Chapter 3 and 4, Sections 3.4.1 and 4.4.1, respectively.

Utility connections on-site will not result in substantial growth-inducing impacts since its effects will be in support of on-site uses, but these new utilities could encourage some new growth along their conveyance routes. The availability of public sewer has the potential to foster additional development in this portion of the Town of Clay, which remains relatively undeveloped at the present time. The ability to tap into the force mains is subject to State, County and Town of Clay review and approvals. As such, development will be managed by these entities and by the available capacity of wastewater treatment at the Oak Orchard Treatment Plant. Formation of a new sewer district to serve the Clay Business Park

could help manage growth in the area. The County can service up to 4 million gallons per day (MGD) at Oak Orchard for the Park.

Transportation improvements along the NYS Route 31 corridor could also accelerate and accommodate increased development activity. Traffic improvements will be required along NYS Route 31 as development occurs. Traffic mitigation improvements proposed to support the expanded Park are not likely to induce further growth alone without other improvements along the corridor.

Development in the vicinity of the expanded Park could take several different forms at varying scales and densities depending on real estate market conditions and trends when new sewers come online. It is expected that future development in the vicinity of the Park will be in accordance with the Town of Clay Zoning Code and any related regulations or requirements in effect at the time. Under current zoning, this could translate into additional industrial development west of Caughdenoy Road and along NYS Route 31.

Development of residential uses could also occur in the vicinity of the Park as the result of sewer availability. Residential uses, perhaps as new residential subdivisions along NYS Route 31 south and east of the Project site, may occur in areas presently zoned RA-100.

All new development that occurs off-site will be subject to Town of Clay zoning requirements and site plan review. Such projects will also be subject to an environmental review under SEQRA conducted by the Town and/or other involved agencies at the time a specific project is proposed. Potential adverse environmental impacts will be identified, evaluated, and subject to project-specific mitigation measures on a case-by-case basis as part of the SEQRA review process.

8.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

8.1 Commitment of Resources

Similar to the 2013 FGEIS, it is anticipated that the expansion of the Park and subsequent development of the Park will require similar commitments of various types of community resources by OCIDA, Onondaga County, and other entities including the private sector as investment and development of the Park progresses.

The irreversible commitment of physical resources will include the conversion of approximately 4.0 million square feet of the expanded Park to building footprint and additional support facilities in support of potential industrial semiconductor uses. There will also be 50± acres of parking (which may include parking garages), loading areas, access and internal circulation roads at the expanded Park.

As evaluated in the 2013 FGEIS, the prime developable area of the Park generally consists of fields, shrubland, and some woodland areas. Residential properties may now be part of the prime developable area given the proposed expanded footprint of the Park along Burnet Road. Also similar to the 2013 FGEIS, areas that are likely to remain mainly undeveloped generally consist of wooded upland, wetlands and NYSDEC wetland buffer areas.

As analyzed in the 2013 FGEIS, development of the Park will require soil disturbance as well as the loss of vegetation and wildlife habitats. However, the goal will be to avoid wetlands and mature habitats to the maximum extent practicable by focusing development in the prime developable area (see Figure 1.1-2). Topsoil will be stockpiled for use on-site for landscaping, whenever possible. Trees removed for development will be considered for sale as timber and other vegetation cleared from the Project site will be recycled as mulch and landscaping, when practicable. The only difference from 2013 may be the amount of soil disturbance and trees impacts from development given the proposed expansion and greater Park acreage.

Development will include the commitment and consumption of building and construction materials including concrete, asphalt, steel, lumber, plastics and other raw materials and finished products. Development will require the consumption of water, electricity, fuel (gas and diesel), oil and other petroleum products. Additional materials and energy resources will be consumed by tenants for industrial processes. The provision of utilities for water, sewer, electrical, natural gas, and telecommunications will be required throughout construction and operation of facilities. The use of materials and goods are expected to be met by the region's supply. Nevertheless, as in 2013, this represents an irreversible and irretrievable commitment of these resources that will not be available for other uses.

The proposed Action will also require public and private services, including, but not limited to, solid waste disposal, police, fire and emergency services, as expected with any large-scale development and as detailed in the 2013 FGEIS. Commitment of these resources is an anticipated outcome of an industrial park's development.

9.0 EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES

9.1 Proposed Energy Sources

Commitment and indication of adequate capacity from National Grid to support the expanded Park with natural gas and electric utility service was received. The expanded Project site is capable of supporting a mix of industrial and/or commercial use facilities located in a campus-like setting. The facilities will consume natural gas and electricity as a result of normal operations.

It is anticipated that approximately 25 acres of the site could be used for a potential electrical substation and gas regulator station to support the energy needs of the expanded project site. This space has potential to be a central energy facility intended for energy distribution to the campus facilities and buildings, while minimizing the quantity of equipment needed and maximizing energy efficiency.

9.2 Anticipated Short-Term/Long-Term Energy Consumption

Based on the targeted semiconductor industry, development of the expanded Park may employ up to 4,000 employees and operate up to 4 million square feet of facilities. Potential facilities include the following use types:

- manufacturing/fabrication/assembly space
- laboratory, research and development (R&D) space
- logistics, warehousing, and/or shipping & receiving space
- office and administration space
- manufacturing support facilities, outdoor utility spaces, maintenance areas, waste facilities, and service/storage yards
- on-site energy generation or electrical substation space
- wastewater treatment systems or pump stations
- paved area for parking (which may include parking garages), loading, internal road circulation and/or shipping/receiving areas

Although the objective of the expanded Park is to develop the site for the semiconductor and manufacturing industry, the actual demand for energy can vary greatly according to the types of industries and businesses eventually located in the Park.

US Energy Information Administration's (EIA) 2018 Manufacturing Energy Consumption Survey identified that manufacturing facilities, on average, consume 95.1 kilowatt-hours (kWh) of electricity and 536,500 British thermal units (Btu) of natural gas per square foot annually. This average can increase or decrease significantly depending on the facility use type, manufactured product, and manufacturing process.

9.3 Energy Codes and Executive Orders

Buildings and uses designed for the expanded Park will be constructed utilizing equipment and systems in compliance with energy conservation and building code standards as set forth by New York State Construction Codes. New York State has several codes and NYS programs related to their building energy code. These include the State Energy Conservation Construction Code ("SECCC"), the NYS Executive Order No. 111, and The New York Energy Smart Program.

The SECCC determines the minimum energy conservation requirements for new buildings including heating and ventilating, lighting, water heating, and power usage for appliances and building systems. Specific design requirements are related to the climate zone the building is located (Onondaga County, Zone 5A). Low energy and equipment buildings are exempt from the building thermal envelope provisions.

The NYS Executive Order No. 111 provides the guidelines for energy use and environmental issues for New York State buildings and vehicles. While this Executive Order would not apply to Private Industry, it represents an Energy Conservation Model recognized within the state that can be referenced by private industry. Some of the goals are to increase the availability of renewable energy sources and premium efficiency products, reducing peak summer energy demand and creating a less oil dependent economy. For new construction equal to or greater than 20,000 gross square feet, the building must achieve at least a 20% improvement in energy efficiency performance, meet the criteria for a U.S. Green Building Council Leadership in Energy and Environmental Design ("LEED") rating, and comply with the New York State Green Building Tax Credit requirements.

9.4 State and Local Energy Initiatives

The following incentives are available to industry within NYS with a clear intent to promote and reward the use of energy efficient systems and policies. Several are available to industry located within Onondaga County and are promoted and coordinated by OCIDA. It is in the best interest of any industry locating at the expanded Park to be as energy efficient as possible to control operating costs as well as contribute to achievement of NYS initiatives and energy objectives. New facilities systems are expected to be designed to be highly energy efficient using the latest technologies in energy use and conservation which represent the most cost effective and responsible approach for the industry.

OCIDA coordinates incentive packages for businesses through the New York State Energy Research and Development Authority ("NYSERDA") commercial/industrial programs. These programs provide energy efficiency services for new construction, industrial facilities and vehicle fleets. NYSERDA services include new renewable, clean energy and energy efficient product manufacturing incentives and services designed to promote greater transportation, lighting and HVAC efficiencies.

9.5 Energy Star and Industry Energy Responsibility Partnerships

Energy Star is a voluntary partnership program of the U.S. Environmental Protection Agency ("EPA"). Its primary purpose is to help U.S. industry improve its competitiveness through increased energy efficiency and reduced environmental impact. Through Energy Star, the U.S. EPA encourages strong and strategic corporate energy management programs and provides energy management tools and strategies to assist companies implement such programs. There are several methods for designers, contractors, and building managers to be recognized by the EPA. The most notable is the Energy Star Building Certification which requires the building to meet strict energy performance standards set by EPA. These standards include energy performance indicators ("EPIs") to calculate energy intensity and to score the facility on a 1-100 scale. A score of 75 or above is required for certification, but certification is not available for all building types and for all sectors of industry. For a building in the design phase, there is the Designed to Earn Energy Star Recognition, which signifies that the operating energy use of the building is designed to be in the top 25 percent as compared to similar buildings throughout the U.S. Industrial and manufacturing facilities that are not part of EPA's Industries of Focus are eligible to participate and receive Energy Star's Challenge for Industry Recognition which is designed to help energy managers and industrial sites improve energy performance and set goals. Industrial sites participate by committing to the pre-established goal of improving energy performance by 10 percent within 5 years or less.

Currently, semiconductor manufacturing, including, but not limited to wafer fabrication and processing, is not eligible for an Energy Star Building Certification, but can be recognized through both the Designed to Earn Energy Star Recognition and Challenge for Industry Recognition. These programs offer advanced tools to assist manufacturers in assessing and tracking energy use and prescribing energy management and improvement initiatives with goals of energy reduction. Achievement of set energy reduction and environmental improvement goals results in receiving recognition.

Unstable energy markets, increasing competition, and global regulation of greenhouse gas emissions are currently causing many U.S. manufacturers to implement energy management as a viable opportunity. A reduction in production cost can be achieved without negatively affecting the yield and quality of products by effectively reducing energy consumption and costs. This goal can often be met through investments in energy efficiency, which can include the implementation of plant-wide energy-efficiency practices and the purchase of energy-efficient technologies. These technologies can often offer additional benefits, such as quality improvement, increased production, and increased process efficiency.

9.6 LEED Design and Construction

OCIDA promotes State and Federal incentives to encourage users to develop the Park with energy systems that are both energy efficient and environmentally friendly. This can be accomplished through the planning, design and construction of facilities that are consistent with Leadership in Energy and Environmental Design (LEED) certification standards. Standards include energy efficient heating, ventilation and air conditioning (HVAC) systems, and day-lighting of interior spaces.

10.0 SOLID WASTE MANAGEMENT

10.1 Solid Waste

The proposed expanded Park may employ up to 4,000 employees and operate up to 4 million square feet of facilities. As a result of the proposed Park expansion, there will be increased generation of solid and hazardous wastes, which represents a change from what was considered in the 2013 FGEIS.

Statistics vary greatly on the amount and type of waste that is generated by industrial processes depending on types of industrial uses and materials. Based on a California study[1] that was cited in the 2013 FGEIS, an estimated solid waste generation rate for typical manufacturing and warehousing facilities is 1.42 pounds per 100 square feet per day. Using this rate and the potential for approximately 4 million square feet of manufacturing and warehouse space at the expanded Park, approximately 56,800 pounds per day (28.4 tons per day) of solid waste could be generated. For perspective, a waste hauler truck that services businesses can fit up to 40 cubic yards of compacted waste or about 13.2 tons of waste. This would equate to about two truckloads per day of compacted solid waste leaving the Park. Given recent industry improvements in waste minimization, recycling, and reuse, it is anticipated that actual solid waste generation at the Project site would be less than 28.4 tons per day. According to a 2019 GLOBALFOUNDRIES Corporate Responsibility Report, their facilities generated an average of about 9-12 tons per day of solid waste over a five-year period (assuming five manufacturing plants).

Certain properties to be acquired along NYS Route 31 and Burnet Road contain existing structures and improvements that will ultimately be demolished and/or removed in furtherance of the future development of the expanded Park. Demolition activities will be conducted in accordance with Town of Clay requirements, including a demolition permit issued by the Town of Clay, and all debris will be disposed of at authorized off site facilities in accordance with applicable regulations. It is estimated that demolition of a 2000 square foot residential structure will generate about 100-120 tons of solid waste.

10.1.1 Solid Waste Impacts and Mitigation

As described in the 2013 FGEIS, OCIDA will work with any future tenant to develop a solid waste management program that includes recycling and reuse of materials. Management and disposal of solid waste will be consistent with the goals established by the Onondaga County Resource Recovery Agency (OCRRA) in its September 2016 Solid Waste Management Plan Update. It is anticipated that the Town of Clay will incorporate solid waste management requirements (including reuse and recycling measures) into any zoning and land use approvals issued to a future tenant. These "best-management" practices are cost-effective alternatives to offsite disposal.

Transportation and disposal of non-hazardous solid waste will be coordinated with a licensed solid waste hauling firm. It is anticipated that material will primarily be taken to OCRRA's Waste to Energy Facility

[1] Santa Barbara County Public Works Department. Guide to Solid Waste and Recycling Plans for Development Projects (May 1997).

in Jamesville or an approved transfer station. OCRRA also has contingency plans for disposal of waste, if necessary, at facilities such as Seneca Meadows Landfill (Seneca County) or High Acres Landfill (Monroe County). Future development and operations within the Park will also be required to comply with Chapter 194 of the Town of Clay Town Code concerning solid waste.

At the estimated solid waste generation rate, the potential impact is not anticipated to be significant in terms of the total service area and solid waste capacity. It is anticipated that local haulers will provide adequate services to the Park, as is currently being provided to other businesses and industrial users in the County. No additional mitigation is necessary since potential impacts due to solid waste generation are minimal.

10.2 Hazardous Materials

Potential future industrial manufacturing activities at the Park could include the use and storage of petroleum, compressed specialty gases, and chemicals such as paints, solvents, chlorine, corrosive materials, and materials containing metals. Specialty gases that may be used or generated by a future tenant could include nitrogen, nitrogen trifluoride, oxygen, carbon dioxide, silane, nitrous oxide, helium, and argon.

Various types of hazardous waste may be produced as a result of the potential manufacturing and wastewater treatment activities that could take place at the proposed expanded Park. Hazardous waste could be in solid, liquid or gaseous forms and considered hazardous because of its physical characteristics or the process that generated the waste. Potential waste streams may include solvents, isopropyl alcohol, acids, hydrogen fluoride, ethylene glycol, chlorine, wastewater sludge, metal slurries, and metal plating wastes. The use, generation, treatment, handling and storage of hazardous waste will be monitored and regulated in accordance with applicable permits administered by NYSDEC and USEPA in accordance with the Resource Conservation and Recovery Act (RCRA), or other applicable State and Federal laws and regulations.

It is possible that up to approximately 60,000 tons of hazardous waste could be generated per year.

10.2.1 Hazardous Materials Impacts and Mitigation

Off-site disposal of hazardous waste would be coordinated with a licensed hazardous waste hauler and one or more permitted treatment/disposal facilities. Permitted facilities in New York State that accept hazardous waste include Chemical Waste Management - Model City (Niagara County) and Durez Corporation (Niagara County). Alternatively, hazardous waste may be transported out-of-state using private vendors.

The use, generation, treatment, handling and storage of hazardous materials and generation of waste products has the potential to create a small to moderate impact if not handled properly and in accordance with State and Federal regulations. However, any such impacts will be mitigated through the use of engineering controls, staff training, best-management practices, and compliance with State/Federal permits, laws, and regulations.

19 British American Blvd
Latham, NY 12110
P. 518.782.0882
www.jmt.com

Prepared for: