

**Statement of Findings  
Scotia-Glenville Industrial Park Master Plan  
Generic Environmental Impact Statement  
Town of Glenville, New York**



**Adopted by the  
Town of Glenville Town Board  
December 19, 2007**

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**Scotia-Glenville Industrial Park Master Plan**  
**Final Generic Environmental Impact Statement**  
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**I. INTRODUCTION**

The Scotia-Glenville Industrial Park (SGIP) is located between Route 5, the Pan Am Railroad (PAR) line and the Scotia-Glenville Middle and Senior High Schools. Encompassing approximately 310 acres, of which approximately 250 acres are developed. The SGIP contains approximately 34 structures of varying ownership and tenancy. As used herein, the SGIP includes areas referred to as the Scotia Naval Depot and Corporations Park.

The Master Plan identifies several new building sites to leverage the SGIP's well developed utility infrastructure and rail and interstate highway access. New development could total 1,361,000 square feet and include a mix of light industrial, commercial, and transportation based companies. New buildings, which will likely be developed over the course of the next 10 to 15 years, will range from 5,000 to 440,000 square feet. Some of the existing buildings, which date to World War II, could be demolished to facilitate new building sites.

Improvements to the park include developing a primary access road along the park's northern edge. Furthermore, a hierarchal road network shall be established to improve internal circulation and safety. Preferred locations for employee and truck and tractor trailer parking shall be developed. New rail sidings could be provided or extended, depending on future users, and a tandem/train loading/off loading area shall be developed. New standards for landscaping, noise and air quality, site lighting and signage shall be established to improve the aesthetic character of the park and compatibility with its neighbors. The Master Plan also recognizes that federal land holdings within the park will be transferred in part or in whole to the Town of Glenville, Schenectady County and/or Schenectady Metroplex some point in the future.

Pursuant to the requirements of the State Environmental Quality Review Act (SEQR), the Draft Generic Environmental Impact Statement (DGEIS) for the SGIP Master Plan was deemed complete by the Town of Glenville Town Board, acting as Lead Agency, on September 19, 2007. A Public Hearing was held on October 3, 2007, and the public comment period ended on October 22, 2007. A Final Generic Environmental Impact Statement (FGEIS) was prepared and deemed complete on December 5, 2007.

The Town of Glenville Town Board, as Lead Agency is issuing this Statement of Findings pursuant to 6NYCRR Part 617.11 of SEQR. Specifically, the Town Board hereby finds:

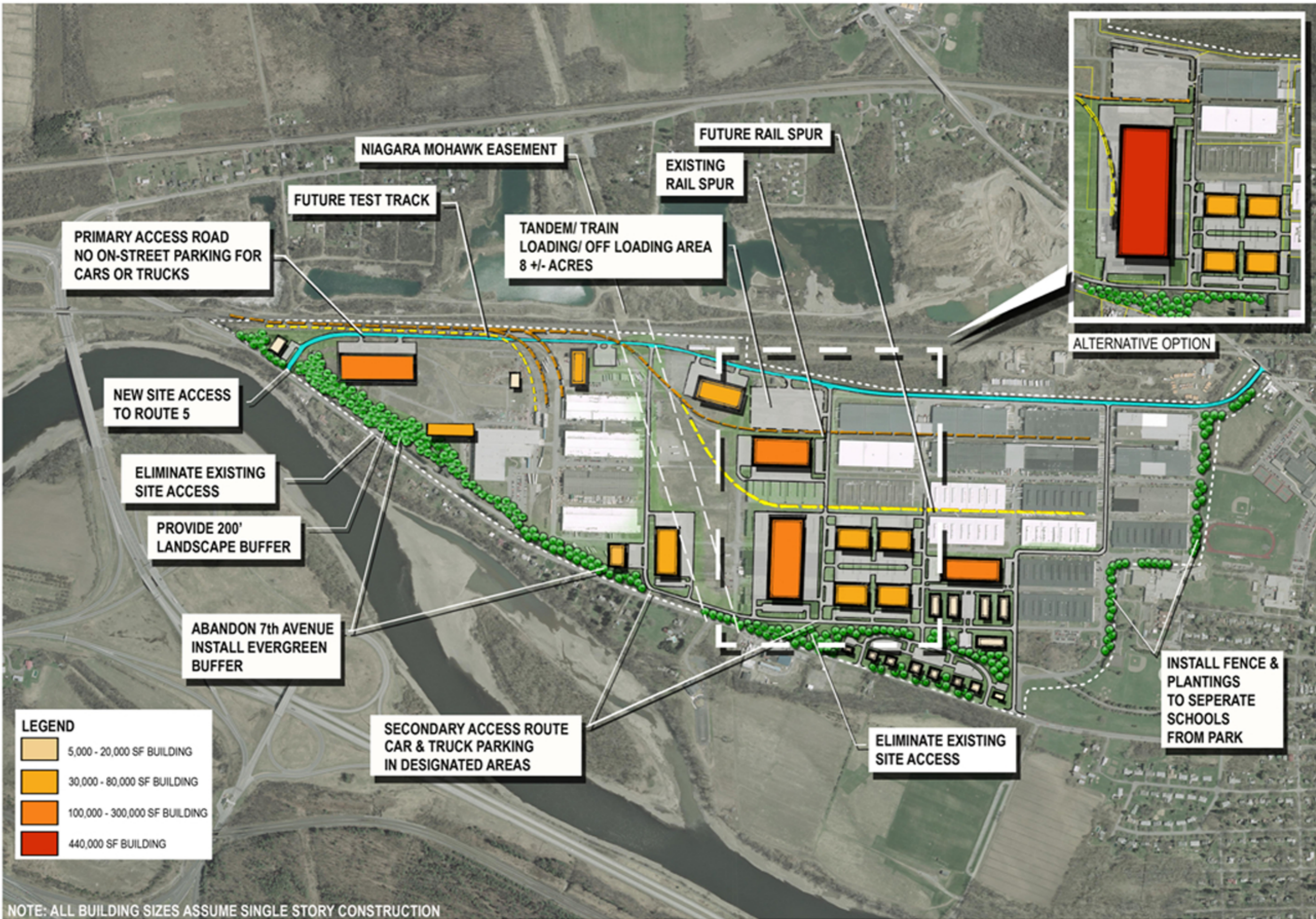


SCOTIA-GLENVILLE  
INDUSTRIAL PARK  
FGEIS & MASTER PLAN

FIGURE 1  
MASTER PLAN



SCALE: 1"=750'



- a. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable,
- b. Adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.
- c. The GEIS is comprehensive and contains the facts and conclusions relied upon to support the Town Board's Statement of Findings and indicates the social, economic and other factors, which formed the basis of its findings.

Pursuant to 6NYCRR Part 617.10, the FGEIS assessed the environmental impacts that may occur as a result of future development in the SGIP. This Statement of Findings lists the specific conditions or criteria under which future projects may be undertaken or approved, including requirements for any subsequent SEQR compliance.

To the extent that certain impacts may require further analysis, it is recognized that the FGEIS may be supplemented pursuant to 6 NYCRR Part 617.10(d). No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the FGEIS or the Statement of Findings.

## **II. FACTS & CONCLUSIONS**

### **A. Park Management and Oversight**

- A.1 Currently the SGIP has 13 different land owners. This ownership has evolved overtime as the federal holdings have reverted to private, municipal or county ownership. Moreover, the SGIP or portions thereof, has a history of multiple names. These factors have contributed to the SGIP's lack of identity and poor aesthetics, sub standard signage and wayfinding, unkempt common areas and lack of a cohesive marketing strategy.
- A.2 Therefore, a new identity and management structure is recommended. The Town of Glenville, Schenectady County and/or Schenectady Metroplex shall work with existing owners to develop a park management structure. The management structure could be accomplished by the creation of a Business Improvement District, Business Owners Association or a Special Tax District.

A.3 Responsibilities of the new management structure shall include:

- Develop and implement a park-wide marketing strategy
- Establish gated entrances with security detail
- Capital improvements such as new or upgraded roads, sidewalks, and/or infrastructure
- New landscaping, signage and wayfinding
- Common area maintenance
- Enforcement of park standards

**B. Transportation, Parking & Pedestrian Plan**

B.1 A new connector road between Route 147 and Route 5/Exit 26 is proposed for the north side of the park. The road shall be developed to minimize impact to the operations of the businesses that currently operate in this corridor. The new road shall respect and incorporate access, parking and circulation needs of these businesses. The new connector road could be developed in part on or adjacent to Burch and Patent Parkways or potentially acquire right of way from parcels north of these roads.

B.2 The proposed redevelopment will cause a general increase in passenger vehicles and trucks entering and exiting the SGIP. These increases will likely occur periodically as the park is developed over the next 10 to 15 years.

B.3 Depending on the type, size and timing of individual development projects, one or more intersections in the vicinity of the SGIP will be impacted. To mitigate potential impacts on these intersections, individual development projects shall conduct, as part of the Town Glenville Site Plan Approval process, a Traffic Impact Study. The Traffic Impact Study shall identify potential mitigation measures that will be required including traffic control and/or geometric improvements and pedestrian improvements.

B.4 The Traffic Impact Study shall assess the operating conditions for these intersections for the Existing, No-Build and Build conditions. Mitigation improvements shall be identified for the Build condition where the No-Build level of service operations is not maintained.

B.5 The intersection of Route 5 and the new access road will likely require signalization. The addition of turn lanes into the SGIP will likely be required.

The signalized intersection of Route 5 and Capital Boulevard may require additional turn lanes into and out of the SGIP.

- B.6 Any mitigation improvements identified in the future for the intersection of Route 147 and Burch Parkway will need to incorporate the railroad crossing on Route 147. Off-site mitigation at the SGIP intersections shall be determined for each phase of development.
  
- B.7 All individual development projects shall provide connections to the internal roadway network that are conducive to good access management practices and are consistent with the access and circulation proposed in the Master Plan. Additionally, pedestrian connectivity will be important to provide links between parking, office and industrial spaces.
  
- B.8 Parking shall be addressed for each individual project and for the SGIP as a whole. At a minimum, the Town of Glenville’s parking requirements shall be met. The layout of parking shall consider vehicular and pedestrian access to the roadways and buildings to provide the safe and efficient flow of people and goods. Parking areas for passenger vehicles and trucks shall be separate and clearly marked to minimize conflicts. New development shall be consistent with the following parking and circulation requirements:

<b>Category</b>	<b>Restrictions</b>	<b>Designated Streets</b>
Primary Access Routes	No on street parking permitted	Patent Parkway and Burch Parkway
Secondary Access Routes	Automobile and tractor trailer parking permitted in designated areas	Portions of Business Blvd., Capital Blvd., 5 <sup>th</sup> St. and E St. All of Progress Parkway, B St., and D St.
Minor Access Routes	No through traffic, automobile parking permitted along streets, no tractor trailer parking permitted on the street	Portions of Capital Blvd., Business Blvd., Progress Parkway, 4 <sup>th</sup> St. and 5 <sup>th</sup> Street. All of Access Blvd. and Prestige Parkway.

- B.9 There are existing rail facilities at the SGIP. The PAR owned Rotterdam Branch railroad line runs parallel to the northern boundary of the SGIP and connects the SGIP to a larger rail network. New rail sidings could be provided or extended, depending on future users. Rail improvements and the development of additional rail spurs will likely be driven by market forces.

## **C. Cultural Resources**

- C.1 A Phase 1A Literature Review and Archeological Sensitivity Assessment was prepared to assess the sensitivity of the SGIP, with respect to historic and prehistoric resources.
- C.2 The SGIP has only moderate sensitivity for the presence of historic cultural materials. Exceptions include the southern limit of the site along Route 5 and the extreme western limit of the site near the existing structures on Route 5, which have high sensitivity.
- C.3 Each project proposed within the SGIP shall be evaluated to see if it is located in an archeologically sensitive area. If the project does fall within an archeologically sensitive area, a Phase 1B Archeological Field Reconnaissance shall be conducted.
- C.4 If any archeological resources are determined to be present during a Phase 1B Archeological Field Reconnaissance, a Phase 2 Archeological Investigation and Phase 3 Data Recovery could be required. All archeological investigations shall be coordinated with the Office of Parks Recreation and Historic Preservation (OPRHP) to ensure that potential impacts are appropriately mitigated. Potential mitigation measures could include avoidance of sensitive resources by construction activities or removal of artifacts prior to construction.

## **D. Aesthetic and Visual Resources**

- D.1 The SGIP will not be visible within a majority of the viewshed due to topography and vegetation. Many of the aesthetic resources within the study area do not have views of the SGIP because of obstructions from topography, vegetation or man made features.
- D.2 The areas that will have potential visibility to the SGIP are the Mohawk Valley Heritage Area and the Schenectady Heritage Area. The Mohawk Hudson Bike-

Hike Trail may have brief views of the SGIP in several locations depending on the time of year and whether there are leaves on the trees.

D.3 To mitigate potential visual impacts, the Master Plan recommends the following:

- Larger buildings shall be discouraged near the schools and residences along Route 5
- Expansion or redevelopment of existing buildings shall use landscape screening and architectural detailing to mitigate visual impacts.
- New buildings shall use materials that are natural in color and/or texture and blend with their surroundings.
- An evergreen landscape buffer shall be developed along the perimeter of the SGIP where it abuts the existing residential and school properties.

## **E. Land Use and Zoning**

E.1 The SGIP is zoned as Research, Development, Technology (RDT). This zone accommodates emerging technology firms, manufacturing, assembly, warehousing and similar uses in areas where warehouse and industrial uses have historically been located. Uses in this district all require site plan review.

E.2 The uses that are envisioned in the Master Plan appear to be consistent with the existing zoning. No changes to the allowable uses in this zone are proposed with the exception of moving several uses from “permitted uses” to “conditional use permit” uses. These “conditional use permits” include enclosed warehousing and distribution facilities, food and beverage processing facilities and vehicle and equipment rental agencies.

E.3 The inclusion of additional performance standards to Chapter §270-65 of the Town of Glenville Zoning Code will address parking, traffic flow, noise, pedestrian traffic and building and site design.

E.4 Performance standards for pedestrian traffic include items such as the designation of sidewalks and/or pathways, clearly marked crossings and appropriate signage or wayfinding.

E.5 Performance standards specific to vehicle and pedestrian circulation of the SGIP are as follows:



- Existing site access from Route 5 shall be eliminated with the exception of the existing eastern most access which serves both the SGIP and the Scotia-Glenville schools.
- Consideration shall be given to realigning the existing access from Route 5, which also serves the Scotia-Glenville School complex, to the west to reduce conflicts between SGIP traffic and school traffic.
- Fencing and plantings shall be installed along the existing combined roadway to provide both separation and screening of traffic and uses.
- Sidewalks shall be considered as part of any new roads constructed.
- To reduce conflicts between traffic using the SGIP and residences on Route 5, 7th Avenue shall be abandoned and an evergreen buffer installed in that location.
  - Parking and loading areas shall be oriented on the portion of the lot most distant from any adjacent residential, institutional or recreational use.
- Deliveries to buildings located within 500 feet of the residences along Route 5, shall be limited to the hours of 7:00 am to 6:00 pm Monday through Friday. Delivery vehicles shall not idle in the parking and loading areas.

E.6 Performance standards for visual conflicts shall include standards for site layout, building scale, building materials and landscaping and screening. Structures that are adjacent to residential, playgrounds, parks or institutional uses shall be limited to lower intensity uses. Uses fronting on Route 5 shall be 1-2 stories, 5-10,000 square feet and shall consist of office or light industrial or retail uses that support park operations.

E.7 Lighting on site shall be designed to provide adequate site security while minimizing light trespass and glare. Site plans shall include dark sky friendly designs and shall follow guidelines that will limit light trespass.

## **F. Community Services**

F.1 The Town of Glenville Police Department and the Village of Scotia Police Department have indicated that no impacts are anticipated as a result of the Master Plan.

- F.2 Some of the existing tenants expressed concern over park security; therefore, the Master Plan recommends that one of the duties of the future management entity of the SGIP be to address park security.
- F.3 The Scotia Fire District No. 4 and the Beukendaal Fire Department currently serve the SGIP. Scotia Fire District No. 4 suggests an access point near the 200 series buildings and a gate to the existing access road that could be used for emergency and fire access. Tractor trailer parking and other large onsite vehicle parking can be an issue and restrict the emergency vehicles from accessing a critical area.
- F.4 The SGIP is currently split into two fire districts. The fire district boundaries shall be redefined so the park is entirely in one district.
- F.5 The Scotia Fire District No. 4 provides EMS services for the SGIP. No concerns regarding services were identified.

**G. Utilities and Infrastructure**

- G.1 The SGIP is served by a 12-inch water line and there is an inactive 16-inch water line that initially provided water to the SGIP. The water distribution system is over 50 years old and distribution problems have been reported by park tenants. A study of the water system shall be undertaken to review the existing system and identify specific improvements that may be required.
- G.2 The scale and timing of each development within the SGIP will determine potential improvements and upgrades to the water infrastructure. The Town of Glenville will need to determine water demands and determine if improvements are necessary for each phase of development. If the existing inactive 16-inch waterline is needed to provide relief on the system from the additional water demands, the developers, owners or tenants within the SGIP may be required to construct or pay for these infrastructure improvements on a pro-rated basis.
- G.3 There are four 8-inch gravity sewers in the SGIP that run south to a 12-inch gravity sewer. The 12-inch line discharges to the West Glen sewer. There are no known major problems with the sanitary sewer system. Since the sanitary sewer lines are over 50 years old, it is assumed that there are minor inflow and infiltration (I/I) problems in the existing lines.

- G.4 The scale and timing of development within the SGIP will determine potential improvements and upgrades to the wastewater infrastructure. Once usage is established, the Town of Glenville will determine whether or not the existing system capacity will handle the additional flow, or if improvements will be necessary.
- G.5 The extension of sanitary sewer to areas currently not served, will need to be completed for each development.
- G.6 The SGIP generally drains toward the Mohawk River. Stormwater runoff is collected in catch basins located throughout the site. The stormsewer system is ultimately collected in a 66-inch stormsewer. There are no existing stormwater management facilities on site that treat or detain stormwater runoff. The SGIP has a direct discharge to the Mohawk River. There are no known drainage problems on site or in areas directly adjacent to the site.
- G.7 If open areas are developed in the future, stormsewers may need to be upsized or detention may be required to mitigate flows to the capacity of the receiving stormsewers. Stormwater quality treatment will need to be addressed for each development as regulated by State Pollutants Discharge Elimination System (SPDES) and Stormwater Pollution Prevention Plan (SWPPP).
- G.8 Gas service and electric on the SGIP are provided by National Grid. There are gas and electric transmission lines that run across the site. Problems with the electrical supply have been noted by park tenants. Therefore, a study of the parks electrical system shall be undertaken to indentify potential problems with the system and needed improvements. National Grid shall be consulted on the study and may offer funding support.

## **H. Water Quality**

- H.1 There are no designated water features within the SGIP. Development within the SGIP has the potential to impact surface water quality through erosion and sedimentation and pollutants in stormwater runoff. Stormwater discharges from construction activities involving one acre or more of land are regulated under SPDES. The discharges authorized under this general permit must neither cause nor contribute to a violation of the water quality standards contained in Parts 700 through 705 of Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York.

- H.2 To obtain coverage under this general permit, future development projects must submit a “Notice of Intent” (NOI) to New York State Department of Environmental Conservation (NYSDEC). Prior to submission of the NOI, the project sponsor must prepare a SWPPP that complies with the permit requirements and technical standards.
- H.3 The SGIP is not located within the 100-year floodplain.
- H.4 The SGIP is located over a designated Sole Source Aquifer, known as the Great Flats or Schenectady Aquifer. The protection of the aquifer is governed by the rules and regulations set forth in the “Intermunicipal Watershed Rules and Regulations (IWRR) Schenectady County, New York”.
- H.5 Mitigation measures for the SGIP shall include the items previously identified for surface water in H.1 and H.2 above, in addition to proper drainage control and consideration of the elimination or reduction of pollutants. When potential impacts to groundwater are identified, specific mitigation measures shall be employed, including:
- Slab-on-grade construction in areas of high groundwater.
  - Underdrains in appropriate areas to maintain road and parking integrity.
  - Proper containment for contaminants associated with new development during pre and post-construction periods.

## **I. Environmental Health**

- I.1 The SGIP contains lands formerly used by the Scotia Navy Depot. The NYSDEC Division of Environmental Remediation completed a Final Expanded Site Investigation (ESI) report and concluded that contamination exists on site. There is a trichloroethylene (TCE) plume and a carbon tetrachloride (CCl<sub>4</sub>) plume on site. Other chlorinated compounds, particularly 1,1,1 trichloroethane (TCA) and tetrachlorethene (PCE) were detected along the western margin of the TCE plume.
- I.2 The TCE plume flow reaches several residences along the west side of Route 5; however, it has not impacted the indoor air quality of any of these homes. The TCE plume has not migrated to Erie Canal Lock 8 on the Mohawk River. CCl<sub>4</sub>

was detected in sub-slab and indoor air samples taken at two residences on the west side of Route 5.

- I.3 The Burgess property, located at the southern most point of the SGIP has been contaminated by petroleum products. These impacts were remediated by the NYSDEC.
- I.4 Many of the historic buildings within the SGIP contain some levels of asbestos and possibly lead that will be remediated if redeveloped or demolished. This work will be completed in accordance with State and Federal regulations, which will minimize any potential environmental impacts.
- I.5 At present, no remedy of the plumes has been identified or selected. The owner of the Scotia Naval Depot site (General Services Administration (GSA)), which is the source of the contamination, is legally obligated to implement the clean up of the site prior to the transfer or sale to another party. The Town of Glenville and Schenectady County are presently involved in discussions with GSA regarding the selection of remedy, responsibility and time frames for cleaning up the GSA site.

## **J. Air Quality**

- J.1 According to the Environmental Protection Agency (EPA), the Albany-Schenectady-Troy, NY area, which includes Schenectady County, is currently designated as a nonattainment area for 8-hour ozone. Therefore, Schenectady County does not meet the national primary or secondary ambient air quality standard for a pollutant.
- J.2 The air quality impacts will be localized impacts in the vicinity of the SGIP. These impacts will be related to vehicle and truck use, traffic, heating and cooling systems and ventilation equipment.
- J.3 Impacts related to industrial uses can not fully be determined until specific sources are proposed. Dependent on the type of industry that locates within the SGIP, a permitting process may need to be followed as established by the EPA and the NYSDEC.
- J.4 Mitigation measures entail proposing higher intensity uses, including the truck based industries further into the SGIP, away from the residences along Route 5

and the schools. The proposed traffic circulation will keep traffic away from the schools and residences. Truck electrification at the proposed tandem lot shall be considered to reduce idling time.

## **K. Noise**

- K.1 The sensitive noise receptors in the vicinity of the SGIP include the residences along Route 5, Maalwyck Park and the adjacent Scotia-Glenville Middle and Senior High Schools.
- K.2 The existing noise sources within the SGIP are primarily the result of vehicular, truck and rail traffic. Noise is also generated by trucks and rail maneuvering and loading and unloading, external PA systems, and heating, ventilation and air conditioning equipment.
- K.3 New development poses the potential for additional and increased noise levels associated with the SGIP. There are several measures available to mitigate noise related impacts. Depending on the proximity of the noise generators to the sensitive noise receptors, additional noise analysis may be required as part of the Site Plan Review process for each individual development project.
- K.4 Noise increases of 5dBA or more as measured at the property line of the SGIP shall be discouraged. New or redeveloped buildings shall be required to evaluate the potential noise impacts in accordance with the NYSDEC guidance document *Assessing and Mitigating Noise Impacts, 2001*.

## **L. Short Term Construction Impacts**

- L.1 Construction within the SGIP will have temporary, localized impacts. Temporary impacts related to mobilization, demolition, heavy earthwork, foundations, structural steel, installation of utilities and slab and concrete installation may occur. Other temporary impacts include an increase in construction traffic, noise, fugitive dust and erosion and sedimentation impacts.
- L.2 Depending on site specific soil characteristics, wind and construction conditions, there is the potential for fugitive dust to impact nearby properties.
- L.3 Construction will temporarily generate noise. The noise levels and potential adverse effects due to construction activities will vary based on the type of

equipment being used, the location of that equipment and the duration and time of use.

- L.4 Requirements relating to limiting construction noise shall be considered for all project approvals. Construction delivery and demolition equipment shall only be operated Monday through Friday during the hours of 7:00am-6:00pm and that construction and demolition equipment not be operated on Saturdays, Sundays, Federal Holidays, or from 6:00pm-7:00am without permission from the Town of Glenville Building Department.
- L.5 The potential for erosion during construction exists. Erosion and sedimentation of all exposed soils during construction will be minimized by compliance with the SPDES General Construction Permit and a SWPPP. Silt fence, straw bales, check dams, sedimentation basins and temporary seeding will be used as temporary erosion control measures during construction grading. Temporary and permanent erosion control plans will be identified in final site grading and construction plans for each project as required by SPDES.
- L.6 Traffic impacts will be related to contractors and construction workers accessing the site and from delivery of construction materials. To mitigate these impacts, conditions shall be placed on Site Plan Approvals, establishing additional mitigation requirements.