

**Statement of Findings
Kiliaen's Landing GEIS
City of Rensselaer, Rensselaer County, New York
Adopted August 13, 2018**

GENERAL

The Study Area consists of approximately 75-acres of land in the northwest portion of the City of Rensselaer in Rensselaer County. It is generally bounded by the Hudson River, Livingston Avenue Bridge, the Town of North Greenbush and the CSX Railroad right-of-way. The Study Area is undeveloped with the exception of the Forbes Avenue Boat Launch and the buildings associated with the underutilized Hilton Center.

Pursuant to the State Environmental Quality Review Act (SEQR), the City of Rensselaer Planning Commission prepared a Generic Environmental Impact Statement (GEIS) to evaluate the cumulative impacts of future development in the Study Area and to identify appropriate mitigation to ensure orderly and equitable growth. A GEIS is a tool provided by SEQR to address broad land areas or programs that impact land use and the environment. The level of detail for a GEIS is usually at a planning or concept level, meaning that site details are not necessary.

The primary purpose of preparing the GEIS was to identify a Preferred Alternative for development that would benefit the City and its residents and to take a proactive approach by identifying the potential impacts and establishing the mitigation measures necessary to ensure that this future development (Preferred Alternative) meets the goals and objectives of the City while being protective of the environment. The GEIS and this Statement of Findings apply only to development/actions within the Study Area that are subject to SEQR. Future site-specific projects in the Study Area that fall within the thresholds and are consistent with the goals outlined in the Final GEIS and this Statement of Findings will have no further responsibility under SEQR. Projects that exceed the thresholds evaluated or otherwise do not meet the requirements outlined in the GEIS and Statement of Findings will required further action under SEQR.

Pursuant to the requirements of SEQR, the Planning Commission deemed the Draft GEIS complete on March 12, 2018. A public hearing was held on April 9, 2018. The public comment

period ran from March 12, 2018 through April 20, 2018. A final GEIS was prepared and accepted by the City Planning Commission on June 11, 2018.

CERTIFICATION

The City of Rensselaer Planning Commission, as Lead Agency, is issuing this Statement of Findings pursuant to 6NYCRR Part 617.11 of SEQR. Specifically, the Planning Commission hereby finds:

- a. The requirements of 6 NYCRR 617 have been met.
- b. 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,
- c. 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.
- d. 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 the regulatory requirements of SEQR for Generic Environmental Impact Statements (6NYCRR Part 617.10), the Kiliaen's Landing GEIS assessed the environmental impacts that may occur as a result of future development in the Study Area. 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 Final GEIS 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 GEIS and its Findings Statement.

FACTS & CONCLUSIONS

Preferred Alternative

Although the City has long recognized that attractive, sustainable development of its Hudson River waterfront is critical to the future identity of the City as a desirable place to live and work and the Study Area has been the subject of numerous planning studies, it remains

undeveloped. Guided by the vision developed for the Study Area the City evaluated a range of potential alternatives including an evaluation of the no action alternative.

In addition to the Vision Statement, the development of alternatives were guided by the Inventory and Analysis, Market Study, input from the Steering Committee, City Officials and the public. Alternatives were developed sequentially at a series of Steering Committee and Public Meetings, each based on input from each previous alternative. For example, although the residential layout in Alternative 1 was viewed as most favorable, the location of the residential structures proximate to the River led to flooding concerns. The layout in Alternative 2 was reminiscent of large scale commercial site, leading to the layout in Alternative 4 and finally the Preferred Alternative.

The chosen or Preferred Alternative was a result of combining “preferred” elements from all the Alternatives as directed by input from the Steering Committee, City Officials and the public:

Residential Living:

- Approximately 356 apartment units in 5 residential structures of 5 and 6 stories.
- Emergency access via the multi-use path extension under Livingston Avenue Bridge.
- Multi-use path connecting both south under the Livingston Avenue Bridge and north to the boat launch and recreational areas of the site.
- Surface parking associated with each structure.

Boat Launch and Hilton Center Area:

- Expansion/improvements to existing waterfront park and boat ramp including parking.
- Continuation of multi-use path connecting the residential area to the recreational area.
- Approximately 60 apartment units in rehabilitated Hilton Center.
- Approximately 8,200 sf each of neighborhood retail and cultural arts in Hilton Center.

Recreation-Active and Passive:

- Continuation of multi-use path connecting waterfront park area with East Greenbush and future connections to future County trail system and Rensselaer Technology Park.
- Two-story, 31,200 SF recreation center in vicinity of Patroon Island Bridge
- Basketball and tennis courts, softball, little league, baseball, and multi-purpose fields.
- Surface parking

Additional findings for specific issues and support for these findings are provided as follows:

A. Land Use and Zoning

- A.1 The Preferred Alternative will redefine the uses of the site; however potential uses are consistent with existing zoning. The Study Area was rezoned as a result of recommendations in the City of Rensselaer Local Waterfront Revitalization

Plan (2011) (LWRP) to accommodate higher density uses, encourage vibrant, walkable development and capitalize on its waterfront location. The Preferred Alternative is consistent with the LWRP and projects in the Study Area will be reviewed against the LWRP to ensure consistency with that Plan and its recommendations.

- A.2 The Preferred Alternative (or any alternative with the exception of the no-build) represents a change in land use within the Study Area. Existing development within the Study Area includes the underutilized Hilton Center and the boat launch area; the remainder of the site is vacant. The character will change from undeveloped/underdeveloped to high density multi-story apartments and recreational amenities including an improved boat launch and multi-use paths that connect to similar paths to the north, south and to the adjacent neighborhood.
- A.3 The Hilton Center would change from an underutilized, deteriorating series of buildings to a rehabilitated mixed use structure that includes both apartments, neighborhood scale retail and community arts space. This redevelopment Hilton Center will maintain its historic character structure while addressing its deteriorating condition.
- A.4 The City of Rensselaer has identified the need for additional active recreational space to serve residents both young and old. The size of the Study Area represents an opportunity to develop these facilities in one location.
- A.5 The acreage available in the residential area of the site will allow a design that provides both an adequate buffer between this area and the existing neighborhood and limits impacts to the Hudson River views from the surrounding neighborhood.

B. Transportation

- B.1 The Study Area is accessible to Albany and points west via I-90 and the Dunn Memorial Bridge and the Patroon Island Bridge. It is proximate to the Albany-Rensselaer Train Station and Downtown.
- B.2 Site access is via Tracy Street or via Forbes Avenue. The Broadway/Tracy Street intersection is 4-way intersection with stop signs on Tracy Street. Forbes Avenue and Tracy Street intersect at a 4-way unsignalized intersection. Both existing access points traverse uncontrolled at-grade railroad crossings.

- B.3 Pedestrian access is from the surrounding sidewalk network. Bicycles access the site from adjacent streets. There are no formalized paths, bike paths or sidewalks within the Study Area with the exception of the boat launch area
- B.4 Capacity information for Broadway and Washington Avenue indicate that there is excess capacity to accommodate the anticipated increase in traffic volumes.
- B.5 A Traffic Impact Study will be required once actual site uses are proposed to identify specific improvements to the roadway and pedestrian network. This will include improvements related to site driveways and the CSX Railroad crossings.
- B.6 Coordination with the CSX Railroad will be required to identify any safety improvements related to increased traffic accessing the site via at grade, uncontrolled intersections.
- B.7 Site development will require a plan for internal circulation of vehicles, pedestrians and non-motorized vehicles. Pedestrian and non-motorized circulation must include connections to the south under the Livingston Avenue Bridge and to the north with future RPI tech park trails and Rensselaer County trails.

C. Utilities

- C.1 The City is within the Rensselaer County Sewer District. Capacity set aside for future growth in the City is 1 MGD; the expected generation rate for the Preferred Alternative is 80,000 GPD.
- C.2 The Preferred Alternative will connect to the Forbes Avenue Pump Station upgraded in 2015 via gravity sewer mains and force mains requiring the installation of approximately 3,500 linear feet of 8" PVC pipe. The majority of the preferred development can be accommodated with gravity sewer.
- C.3 All connections will require approval from the Rensselaer County Sewer District.
- C.4 The Study Area is served by the municipal water system operated jointly by the City of Rensselaer and Town of East Greenbush and will create a demand of 80,000 GPD and will require the extension of approximately 7,000 linear feet of 8 inch Ductile Iron Pipe. Fire hydrants will be required on-site.
- C.5 Based on ongoing improvements to the water system, it is anticipated that there is existing capacity to meet the demands of the Preferred Alternative subject to approval for a waterline extension by the City Water Department.

- C.6 Stormwater facilities for the proposed project shall meet the requirements of the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002) and guidelines listed in the New York State Stormwater Management Design Manual (January 2015) or the General Permit and Manual in effect at the time of a proposed project.
- C.7 Projects within the Study Area will employ green infrastructure techniques as part of the stormwater management plan. The following Green infrastructure techniques are recommended:

Livingston Avenue Bridge	Boat Launch and Hilton Center	Recreational area north of Boat Launch
Bioretention Basins	Bioretention Basins	
Rain Gardens	Rain Gardens	
Infiltration Basins		
Dry Swales	Dry Swales	Dry Swales
Vegetated Swales	Vegetated Swales	
Green Roofs		
Permeable Pavers		Permeable pavers
Porous Pavement		

- C.8 The recreational area will also include the conservation of existing wetlands and riparian buffers and the use of underground infiltration systems under the recreational sports fields and permeable pavers on the trails.
- C.9 The required green infrastructure techniques will be determined by the City as reviews specific development proposals. These techniques will be incorporated in the Stormwater Pollution Prevention Plan (SWPPP) and final design site plans.
- C.10 Estimated electric demand of the Preferred Alternative is approximately 3,145 kW and does not include estimates for potential field lighting. The installation of rooftop solar arrays on all the structures with the exception of the Hilton Center could meet approximately 17% of the estimated electrical needs.
- C.11 The Preferred Alternative is premised on the relocation of utility lines either underground or adjacent to the CSX ROW. Coordination with National Grid regarding location, design and cost to relocate the electric lines during at the

time a specific project is under review will be necessary. The developer will be responsible for relocation of utility lines.

D. Topography and Soils

- D.1 The Study Area is generally flat to rolling; steep areas are associated with the CSX ROW near the Study Area boundary.
- D.2 Soils consist primarily of altered and floodplain soils and will require a geotechnical evaluation to determine appropriate fill material and foundation/footing design prior to the design of specific projects.

E. Surface Water Resources

- E.1 The majority of the site is mapped within FEMA 100-year floodplain and is vulnerable to sea level rise (2014 Climate Change in New York State Report). The base flood elevation (BFE) for the site ranges from 21' at the Livingston Avenue Bridge to 22' near the Patroon Island Bridge. Predictions for sea level rise range from a low of 10" to a high of 54" or 4.5 feet by 2080.
- E.3 To mitigate floodplain impacts and potential for sea level rise all development will be constructed as follows with the lowest floor elevation at 25' based on the following:
 - The lowest floor including any basement will be at or above the BFE plus two feet as per the City of Rensselaer's Chapter 105 Flood Damage Prevention Regulations and NYS Floodplain Construction Requirements. This required the lowest floor elevations of 22-23 feet.
 - To mitigate the impacts of sea level rise, the lowest floor including basements should be rased an additional average of 2 to 3 feet across the site.
- E.4 To mitigate floodplain impacts and fill requirements, projects that include garages at the first level will be reviewed favorably. In addition structures should be as far from the Hudon river as practicable.
- E.5 Areas developed for open space and recreational are not required to be at or above 25', however fill and grading will be determined at the time projects are reviewed to ensure the most appropriate soils for site drainage and site layout.
- E.6 An Article 15 Protection of Waters permit and Section 401 Water Quality Certification may be required from NYSDEC, along with a U.S Army Corps of Engineers Section 404 permit for work required to improve/expand the boat launch area.

- E.7 A NYSDEC SPDES General Permit for Stormwater Discharges from construction Activity is required for any disturbances of more than one acre.
- E.8 All projects must certify that all requirements of the City's Chapter 105 Flood Damage Prevention Regulations have been met
- E.9 To further limit the potential impact of flooding and stormwater run-off projects will:
- minimize buildings, paved and hardscape (impervious) areas to the maximum extent possible.
 - Minimize disturbance on the banks of the Hudson River.
 - Maintain and protect wetland areas and green areas to more effectively absorb stormwater flows.
 - Implement green infrastructure practices as described in Section 3.0 of the GEIS to manage stormwater water on site.
 - Manage stormwater runoff at a minimum to maintain pre-development levels.

F. Ecology

- F.1 Vegetative communities across the site include deciduous floodplain forest, wetland, successional old field, and tidal river. There is a perennial stream in the Study Area.
- F.2 Desk top survey and field reconnaissance identified eight federally jurisdictional wetlands and no NYSDEC regulated wetlands in the Study Area. A wetland delineation must be completed prior to any development in the Study Area. The Preferred Alternative does not disturb federal wetlands.
- F.3 The NY Natural Heritage Program identified the potential for several state-listed animals at or near the Study Area including the shortnose sturgeon, bald eagle, cobra clubtail and alewife floater. Consultation with the U.S. Fish and Wildlife Service IPaC also identified the northern long eared bat.
- F.4 Based on field studies conducted to assess habitat conditions and the potential for these species in the Study Area, additional studies will be required to assess impacts and identify mitigation for the Shortnose sturgeon, Bald eagle and the Northern long-eared bat prior to project approvals:
- Shortnose sturgeon - Coordination with the USACE, NYSDEC, National Marine Fisheries Service (NMFS), New York Department of State (DOS), and the City of Rensselaer Local Waterfront Revitalization Program will be required during permitting.

- Bald eagle -During permitting, proposed activities will need to be assessed according to the Bald and Golden Eagle Protection Act and NYSDEC guidelines. Future projects should include a tree survey within the impact area.
- Northern long-eared bat- A tree inventory should be conducted during project permitting.

F.5 At the time specific projects are advanced, updated coordination with the both NY Natural Heritage Program and IPaC will be required.

G. Cultural Resources

- G.1 The NYSOPRHP Cultural Resource Information System (CRIS), nearly the entire site and surrounding area is considered sensitive for archeological resources.
- G.2 The NYSOPRHP Cultural Resource Information System (CRIS) identified the following resources listed on the on National Register of Historic Places:
- Patroon Agent's House and Office adjacent to the Study Area.
 - Clark-Dearstyne-Miller Inn adjacent to the Study Area.
 - Doane Stuart School located on the slopes above the Study Area.
- G.2 The NYSOPRHP Cultural Resource Information System (CRIS) identified the following resources as eligible for listing on the National Register of Historic Places:
- William Barnet & Son Shoddy Mill Complex (Hilton Center) located in the Study Area.
 - The Livingston Avenue Bridge and viaduct which crosses the Hudson River immediately south of the site
- G.3 A Phase IA Literature Review and Sensitivity Assessment was completed in March 2017 by Hartgen Archeological Associates to determine the potential for archeological resources and identified the Forbes Avenue and Central Avenue area as moderate archeological potential with potential for intact historic archeological remains associated with the ice houses, the ferry, and other early activities associated with the Bath-on-Hudson settlement. Work in this area will require that a Phase 1B archeological survey be completed prior to construction activities.
- G.4 Review of the Phase 1A Report by NYSOPRHP noted the following:
- Made-land that was formally within the Hudson River channel does not need to be tested for archaeological resources
 - Areas that have been previously disturbed (and can be documented) do not need to be tested for archeological resources

- Remaining areas should be assessed for the potential to contain deeply buried original ground surfaces. These locations would be identified once specific design plans are established.
- Upon establishment of design plans identifying former shoreline areas, disturbed areas and areas where deep testing may be needed will be provided to NYSOPRHP to determine locations where Phase 1B field testing may be required.

G.5 To comply with these findings, future projects must obtain concurrence from NYSOPRHP that the project will not impact cultural resources.

H. Aesthetics and Visual Resources

- H.1 The Study Area is generally undeveloped and forested with the exception of the Hilton Center and the boat launch area. It is surrounded by a residential and mixed use neighborhood along Broadway and surrounding roadways. The Livingston Avenue Bridge and the Amtrak Rensselaer Maintenance Facility are located to the south. Undeveloped lands border the Study Area's northeastern boundary.
- H.2 Existing site views from the surrounding area include a combination of forest, the boat launch, the Hilton Center, stripped and unvegetated land, and the Hudson River. Views from the public ROW on the streets above the site are limited by existing vegetation on private property. Clear site lines exist from the Central Avenue ROW.
- H.3 Development (Preferred Alternative or otherwise) represents a change in visual character. Rehabilitation of the Hilton Center and the boat launch area will likely be considered as an improvement to the visual quality of the Study Area.
- H.4 The removal of vegetation to accommodate both buildings and recreational amenities will alter the existing view from the River, the Corning Preserve and the Hudson Mohawk Bike Trail into the site. Site views will change from forested to a developed state.
- H.5 In some locations, the Hudson River may be more visible from the streets east of the Study Area as a result the removal of vegetation.
- H.6 The City will require visual assessments utilizing the NYSDEC Program Policy, *Assessing and Mitigating Visual Impacts* during site plan review of projects to identify specific impacts and appropriate mitigation measures to protect the viewshed and visual character of the neighborhood and to ensure the visual quality of proposed project.

- H.7 Projects will be required to incorporate the following techniques as appropriate and will be identified during site plan review:
- Site design should maximize and protect public access to river views, as well as maintain the existing views to the River from private property and the surrounding public ROW.
 - Site structures and elements will be sensitive to the surrounding neighborhood relative to height, bulk and scale, building style and landscaping materials. The Site will transition to less intense development and building styles proximate to the site boundaries.
 - Vegetative buffers and selective tree clearing will be employed as practicable. This will be predicated on site layout and quality of the existing vegetation. Landscaped areas will be reintroduced as necessary.
 - Site design will visually connect the Study Area to the surrounding neighborhood and complement existing structures through the use of landscape and hardscape (paths, walkways, wayfinding) materials.
 - Use of high quality construction materials and colors that complement and integrate into the surrounding neighborhood.
 - Incorporation of public gathering space(s) into the overall site design through the use of landscaping and hardscape elements, walkways and wayfinding techniques that invites visitors into the site.
 - All site plans will include Dark Sky lighting fixtures to minimize glare and light spillage to surrounding properties.

I. Air Quality and Noise

- I.1 The United States Environmental Protection Agency (EPA) sets National Ambient Air Quality Standards (NAAQS) for pollutants considered to be harmful to public health and the environment. Ambient air quality is monitored by the NYSDEC. The closest air monitoring station is located in Loudonville, New York.
- I.2 All of the measured pollutants including sulfur dioxide, particulates, carbon monoxide and ozone fell well below the NAAQS thresholds at the Loudonville Station in 2016. There were no measurements reported for lead and nitrogen dioxide in Region 4 in 2016.
- I.3 Impacts to air quality during construction would be limited to short-term increases in fugitive dust, particulates, and localized pollutant emissions from construction equipment.
- I.4 All projects must include a fugitive dust plan that may include wetting excavation areas, unpaved parking and staging areas, and onsite stockpiles of debris, dirt, or dusty material; and washing haul trucks and covering loads before leaving the site. All contractors will be required to use street-sweeping equipment at paved site-

access points and to shut off construction equipment when it is not in direct use to reduce emissions from idling.

- I.5 Site plans for specific projects will include electric vehicle charging stations and strictly adhere to the NYS Building and Energy Code to limit the additional CO₂ into the atmosphere.
- I.6 To mitigate potential noise impacts during construction contractors will be required to limit construction activities between 7:00 AM and 6:00 PM Monday through Friday. Construction and demolition equipment will not operate on Saturdays, Sundays, State and Federal Holidays or between 6:00 pm to 7:00 AM without specific permission from the City.
- I.7 If the use of pile driving equipment becomes necessary measures to protect nearby residential structures will include:
- Conduct a pre-construction inspection of all properties within a 1,000 feet radius of the site to identify and document preconstruction conditions.
 - Provide regular project updates to property owners within a 1,000 foot radius of the project.
 - Conduct post construction inspection including meetings with property owners within a 1,000 foot radius to document post-construction conditions.
- I.8 With the exception of the potential for tournaments utilizing the recreational facilities, day to day operations on the site will have limited impact on noise levels on the surrounding area. The development of guidelines by the City to address the type and timing of events may mitigate those impacts.

J. Hazardous Materials

- J.1 A desktop screening of the entire site was conducted in April 2017 and identified several recognized environmental conditions (RECs); the Hudson River was identified as a PCB-contaminated waterway by the National Priority List.
- J.2 A preliminary assessment of the Hilton Center completed in May of 2013 also identified a number of REC's, as well as building code violations.
- J.3 Site development will require the completion of additional investigations to determine the extent of impact from the identified RECs and the required remediation within the Study Area. Remediation activities related to specific projects or site locations must be completed prior to any construction activities and will be a condition of any building permit.

K. Community Services

- K.1 At full build out the Preferred Alternative could add 660 people including 68 school age children to the Study Area thereby increasing the demand for community services such as police, fire and education.
- K.2 Developers will be required to coordinate with the police, fire departments, and school district during the review process to identify and address impacts to these services.

L. Unavoidable Impacts

- L.1 Study Area development will result in an increase in density. However the increase in density of the Preferred Alternative supports the overall objective of the Downtown Revitalization Plan and the Comprehensive Plan.
- L.2 Increases in traffic have been evaluated and proposed improvements based on previous traffic studies appear reasonable. Prior to the approval of specific projects, traffic study(s) will be completed to identify the specific improvements (mitigation) necessary to maintain the adequacy of the surrounding roadway network.
- L.3 Nearly the entire Study Area will occur in the 100 year floodplain. To mitigate this potential impact all structures in the Study Area must meet the requirements of the National Flood Insurance Program, the City's Flood Damage Prevention Regulations and NYS Floodplain Construction Requirements which requires all structures be raised a minimum of two feet above the base flood elevation.
- L.4 The entire Study Area is vulnerable to sea level rise. At a minimum, structures should be raised an additional two to three feet (elevation 25') to accommodate predicted sea level rise.
- L.5 Development in the Study Area will displace natural communities. The loss of habitat can be mitigated (but not completely) by incorporating forested corridors through the site and maintaining sections of undisturbed habitat immediately along the riverbank to establish the connections between the river and the interior forest.
- L.6 The visual character of the site will be altered by this development plan. Rehabilitation of the Hilton Center and boat launch area as well as construction on the unvegetated parcel adjacent to the boat launch represent improvements to the visual quality of the site.

- L.7 Site layout as well as building materials and landscaping will be designed to complement and enhance the site and the surrounding neighborhood. These elements will be reviewed and approved during the site plan review process.

M. Irreversible and Irretrievable Commitment of Resources

- M.1 The Preferred Alternative represents the conversion of vacant and underutilized land to a developed state with a corresponding removal of woodlands, brush and related habitat. Once developed it is unlikely that the site will revert to woodlands.
- M.2 Construction activities will require the consumption of building materials, equipment, energy, and human resources that will not be available for other uses.

N. Use and Conservation of Energy

- N.1 All construction must meet or exceed NYS Building Construction Code and NYS Energy Conservation Construction Code.
- N.2 Internal circulation will be designed to encourage residents of Kiliaen's Landing to minimize vehicle use between the various elements of the site.
- N.3 Multi-use pathways will connect to existing and planned future pathways south under the Livingston Avenue Bridge and to the north to future trails in the Rensselaer Tech Park and the Rensselaer County Trail System.
- N.4 The installation of car charging stations will be required. The location and number of stations to be specified during site plan review.
- N.5 Proposed structures (with the exception of the Hilton Center) must consider the use of rooftop solar.
- N.6 Landscaping will be designed to reduce the heat island effect such as shading parking areas and sidewalks and the use of light colored pervious or permeable pavers. Buildings will be oriented to take advantage of natural heating and cooling processes.

FUTURE SEQR ACTIONS

According to 6 NYCRR 617.10 of SEQR,

Generic EISs and their findings should set forth specific conditions of 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.

In response to the above, the following outlines the general criteria under which future SEQR actions will take place within the Study Area. As stated in 6NYCRR 617.15(c)(1):

No further SEQR compliance is required if a subsequent site specific action will be carried out in conformance with the conditions and thresholds established for such actions in generic EIS or its findings statement.

Therefore, to satisfy these requirements, future development proposals should be consistent with the criteria specified in the Draft and Final GEIS and as finalized in this Statement of Findings. These criteria include the mitigation measures discussed for each environmental issue.

In the event subsequent proposed actions were adequately addressed in the GEIS but not adequately addressed in the findings statement, an amended findings statement must be prepared. If subsequent proposed actions were not addressed or not adequately addressed in the GEIS and the subsequent actions will not result in any significant environmental impacts, then SEQR requires only that a negative declaration be prepared. However, SEQR requires a supplement to the final generic 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 within the Study Area, the lead agency for each proposed action will be responsible for carrying out the requirements of 6 NYCRR 617. This will require the Lead Agency to interpret the Statement of Findings prepared for the Study Area, as it specifically relates to the development project being proposed. To provide the Lead Agency with sufficient documentation to compare the parameters and impacts of a site specific project with the

Findings Statement, each project that is subject to SEQR (Type 1 or Unlisted Action) must prepare a Full Environmental Assessment Form.