

STATE ENVIRONMENTAL QUALITY REVIEW

VILLAGE OF PAINTED POST – WEST WATER STREET PREDEVELOPMENT PROJECT FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT

Project Location

450 West Water Street
Painted Post, NY 14870

Project Sponsor / Applicant

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List of Acronyms

amsl	above mean sea level
ac-feet	Acre-Feet
ADT	Average Daily Traffic
AQI	Air Quality Index
C&D	Construction and Demolition
dba	Decibels
BMP	Best Management Practice
CAAA	Clean Air Act Amendments
CEA	Critical Environmental Area
CFR	Code of Federal Regulations
cfs	Cubic Feet Per Second
DGEIS	Draft Generic Environmental Impact Statement
ECL	Environmental Conservation Law
EPA	United States Environmental Protection Agency
ESDC	Empire State Development Corporation
FEMA	Federal Emergency Management Agency
FGEIS	Final Generic Environmental Impact Statement
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GEIS	Generic Environmental Impact Statement
GFA	Gross Floor Area
GLA	Gross Leasable Area
GPD or gpd	Gallons per Day
GPM	Gallons per Minute
HVAC	Heating, Ventilation, and Air Conditioning
IECC	International Energy Conservation Code
ISO	Insurance Services Office
LEED	Leadership in Energy and Environmental Design
LOS	Level of Service
MGD	Million Gallons per Day
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NYCRR	New York Codes, Rules, and Regulations
NOI	Notice of Intent
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NTCHS	National Technical Committee for Hydric Soils
NYS DAM	New York State Department of Agriculture and Markets
NYS DEC	New York State Department of Environmental Conservation
NYS DOH	New York State Department of Health
NYS DOT	New York State Department of Transportation
NYS ERDA	New York State Energy Research and Development Authority
NYS OP RHP	New York State Office of Parks, Recreation, and Historic Places
NWI	National Wetlands Inventory
OSHA	Occupational Safety and Health Administration
SEQRA	State Environmental Quality Review Act
SHPO	State Historic Preservation Office
SPDES	State Pollutant Discharge Elimination System
SWPPP	Stormwater Pollution Prevention Plan
TIS	Traffic Impact Study
USACE	United States Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
vph	Vehicles per Hour

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Appendix B:	Revised Traffic Impact Study

Chapter 1

Introduction

CHAPTER 1: INTRODUCTION

The Village of Painted Post (Project Sponsor) has requested the preparation of a Draft Generic Environmental Impact Statement (DGEIS), pursuant to the State Environmental Quality Review Act (SEQRA) to assess the social, economic, and environmental effects of a generic commercial/industrial development proposal for the West Water Street Predevelopment Project.

The Project will transform an approximately 49-acre vacant parcel, formerly the Ingersoll-Rand foundry site, into a mixed-use commercial/industrial complex up of 249,000 square feet in size. The Conceptual Site Layout Plan for the Project (Figure 1-1) visualizes a site layout for the multi-building commercial/industrial development.



Figure 1-1: View of the Proposed West Water Street Development.

1.1 The Final Generic Environmental Impact Statement

This Final Generic Environmental Impact Statement (FGEIS) is issued for the West Water Street Predevelopment Project (“West Water Street” or the “Project”) by the Painted Post Planning Board, as Lead Agency pursuant to and in compliance with Article 8 of the New York State Environmental Conservation Law and its implementing regulations commonly known as the State Environmental Quality Review Act (SEQRA). The Village of Painted Post is the Project Sponsor for the Project, which is a multi-building commercial/industrial development in the location of the former Ingersoll-Rand foundry that spans an approximately 49-acre parcel in the Village of Painted Post, New York.

The FGEIS, incorporating by reference the Draft Generic Environmental Impact Statement for West Water Street (DGEIS), forms the basis for Project-related decision making. SEQR regulations require that the FGEIS include the DGEIS, including any revisions or supplements to it; copies or a summary of the substantive comments received and their source; and the Lead Agency’s responses to all substantive comments.

After the issuance of this FGEIS, the public and involved agencies will be provided a reasonable time period, not less than 10 calendar days, in which to consider the FGEIS. After this reasonable time period has passed, the Painted Post Planning Board as Lead Agency will issue a Findings Statement prior to making a determination whether to undertake the Project. This Findings Statement will consider the relevant environmental impacts, facts and conclusions disclosed in this FGEIS; weigh and balance relevant environmental impacts with social, economic and other essential considerations; provide a rationale for the Lead Agency’s decision; certify that the requirements of SEQR have been met; and certify that 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.

As future development phases envisioned under the Project are fully defined and designed, they will be reviewed against the thresholds and assumptions outlined in the FGEIS and Findings Statement. If the scale and characteristics of such future development are consistent with such standards or thresholds, no further documentation will be required under SEQR. Should a particular future component exceed any threshold or standard established in the FGEIS or be determined to potentially result in an impact not considered in the FGEIS or Finding Statement, an additional environmental review and possibly a Supplemental EIS will be required.

1.2 Chronology of the SEQR Process

The SEQR process involves the following sequential stages: Scoping; Draft GEIS; Public/Agency Comment Period; SEQR Public Hearing; Final GEIS (FGEIS); and Findings Statement. In accordance with SEQR implementation regulations, the Lead Agency classified the Project as a Type 1 Action for the purposes of environmental review, based on the Project resulting in

physical alteration of greater than 10 acres ((6)(i)). The Painted Post Planning Board was established as the Lead Agency for the purpose of carrying out the obligations of SEQR on April 9, 2025. The Lead Agency issued a Positive Declaration of Environmental Significance on April 9, 2025.

The Project underwent a Scoping process for the content of the GEIS in Spring 2025, and the Village of Painted Post Planning Board adopted the Final Scope on June 4, 2025. The DGEIS was reviewed for adequacy by the Lead Agency and was determined to meet the substantive content requirements set forth in the Final Scoping Document. The DGEIS was released to the public for review and comment during a public comment period from August 8 to September 14, 2025 which included a public hearing on September 3, 2025 to accept both written and oral comments. Following the close of the public comment period, substantive comments are summarized, assessed and responded to by the Lead Agency in the FGEIS. The FGEIS may contain additional studies and analyses to the extent required to adequately respond to the comments. When complete, the FGEIS will be filed by the Lead Agency and distributed to Interested and Involved agencies. Once the FGEIS has been filed and after the minimum legally required waiting period of 10 days has elapsed, the Lead Agency will issue its Findings Statement. The Findings Statement is a written document prepared by the Lead Agency that identifies the social and economic, as well as environmental, considerations that have been weighed in making a decision to approve or disapprove the Project. If approved, the Lead Agency must set forth its balancing of adverse environmental impacts against the needs for and benefits of the Project. Each Involved Agency must prepare its own Findings Statement following the filing of the FGEIS and prior to approving or disapproving that aspect of the Project before it.

1.3 Interested and Involved Agencies

The following is a list of the Interested and Involved Agencies for purposes of the Project:

Involved Agencies

- Village of Painted Post Planning Board
- Steuben County Planning Department
- New York State Department of Transportation (NYSDOT)
- New York State Department of Environmental Conservation (NYSDEC)
- New York State Department of Health (NYS DOH)
- New York State Office of Parks, Recreation and Historic Places (NYS OPRHP)

Interested Agencies

- Village of Painted Post Department of Public Works
- Village of Painted Post Board of Trustees
- Steuben County Industrial Development Agency (IDA)
- Empire State Development (ESD)

- Appalachian Regional Commission (ARC)

1.4 DGEIS Public Hearing and Comment Period

The Public Comment Period on the DGEIS commenced upon acceptance of the DGEIS by the Planning Board on August 8, 2025. A Public Hearing on the DGEIS was held at the Village Hall on September 3, 2025 commencing at 5:15 pm. The Public Hearing was led by STC, however no public comments were made during the session. The Public Comment Period closed on September 14, 2025.

1.5 Additional Public Outreach

Previous Public Meetings

STC organized and hosted two public engagement sessions in Summer 2024 to gather information that would inform the development of the GEIS and a recommendations document. These sessions were held in-person at the Village Hall.

- June 18, 2024 – The first session included a brief presentation to orient attendees to the project and relay the scope and limitations. Attendees were provided sticky dots to indicate which potential impacts were of the greatest concern. Following the presentation, STC led attendees through open discussion about the identified top impacts. This discussion was transcribed to ensure the proper capture of input and for reference throughout the remainder of the project.
- July 13, 2024 – The second session was a drop-in format informed by the results of the first session and sought to dive deeper into the identified impacts, as well as gather more specific feedback on potential aspects of site design to guide thresholds and inform what would become the alternative of choice. The project scope and limitations were available during this session for attendees to consider; however, the primary focus of this session was to collect preferences for a predefined set of prompts (that were informed by the first session discussions).

Additional Public Meetings that are planned but not yet scheduled include:

- Final GEIS discussions with Painted Post Planning Board as Lead Agency as well as adoption of the document.

1.6 Comments Received and Changes to DGEIS

Only two parties provided comments during the comment period. Copies of all comments received are provided in Appendix B. Comments were related to the impact of the proposed development and how it could introduce visual, audible, atmospheric and traffic disruptions to the surrounding area. As a result of comments received, various changes were made to the DGEIS. These changes are detailed in Chapter 4.

1.7 FGEIS Consideration Period

SEQR requires that the Lead Agency shall afford other Agencies and the public a minimum of 10 days following the filing of the Notice of Completion in which to consider the FGEIS before issuing its written findings statement.

1.8 Incorporation by Reference

All volumes of the DGEIS which were accepted by the Planning Board on August 8, 2025, are incorporated herein by reference in their entirety. The DGEIS provides an analysis of: (i) the purpose of and need for the Project; (ii) reasonable alternatives to the Project; (iii) the Project environmental setting; (iv) the potentially significant adverse environmental impacts associated with the Project; (v) mitigation measures for the Project; (vi) thresholds for future actions and (vii) impacts that cannot be mitigated if the Project proceeds. The DGEIS found that:

- Implementation of the Project would result in a positive impact to community character with the redevelopment of a vacant underutilized site;
- The Project would be generally consistent with adopted land use regulatory and policy documents, including the Village of Painted Post Comprehensive Plan, among others;
- Adverse but minor stormwater impacts due to new impervious surfaces;
- Development of the site will have minor impacts to vegetation and fauna;
- There are no known archaeological resources within the site;
- The Project would result in minor traffic impacts;
- The site is currently served by all public utilities and will require small improvements for Project implementation;
- The Project would result in positive short-term and long-term economic and fiscal impacts; and
- There would be short-term visual, air quality and traffic impacts during construction.

Chapter 2

Project Description

CHAPTER 2: PROJECT DESCRIPTION

2.1 Overview

Chapter 2 of the DGEIS provides a comprehensive overview of the theoretical West Water Street Industrial Site development. As the entire DGEIS has been incorporated by reference, this Chapter of the FGEIS is limited to a brief summary of the Alternative of Choice as well as a description of updates that have been made to the Alternative of Choice since the publication of the DGEIS. Project updates are the result of comments received on the DGEIS as well as continuing plan refinement.

2.2 Project Location

The Site is located in Painted Post (Village), Erwin (Town), Steuben (County), situated West of Corning in the Southern Tier Region of New York State. Figure 2.2-1 illustrates the Site's property boundary relative to the surrounding area.



Figure 2.2-1: West Water Street Site Location Map.

The Project Site is bounded by interstate I-86 to the west, which converges with I-99 to connect the Southern and Western Tiers to much of Pennsylvania; a Norfolk Southern rail line to the northeast, which runs north to the broader Finger Lakes Region, west to Buffalo, and east to Binghamton; and residential West Water Street to the southeast. Hodgman's Creek runs along a small northern portion of the Site, with the Cohocton River separated from the Site by I-86. Hodgman Park is located south of the Site along West Water Street, a portion of which was formerly also part of the Ingersoll-Rand foundry site.

2.3 Brief Description of the Alternative of Choice

The Project involves a proposed theoretical development on the approximately 49-acre site. The Alternative of Choice demonstrated in Figure 2.3-1 proposes a total of 249,000 square feet of buildings for commercial and/or industrial uses with ancillary office space. The proposed arrangement is intended to support a multi-tenant facility. A Traffic Impact Study (TIS) was completed (detailed in the DGEIS) and estimates 350 vehicles per hour during the peak hour, which serves as the basis for determining the required parking capacity for the site. The following table is a summary of the development in accordance with the Alternative of Choice:

Table 2.3-1: Development in Accordance with Existing Zoning Bulk & Density (FE)

Bulk & Density Item	Estimate
Building Area	249,000 sf
Building Coverage Rate	11.7%
Vehicle Spaces Proposed	452 spaces
Truck Loading Spaces Proposed	11 spaces
Lot Coverage Rate	26.3%

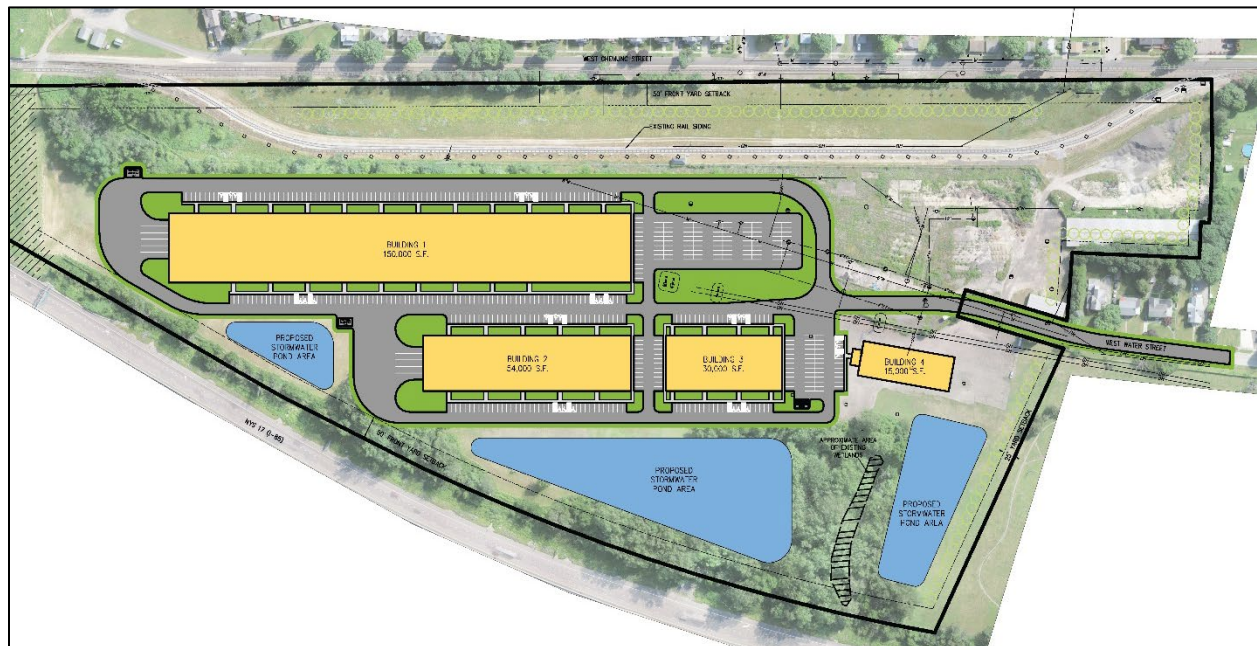


Figure 2.3-1: Overall Alternative of Choice Conceptual Site Layout Plan.

The Site is currently zoned as its own district, West Water Street Development District (I-2), which generally aligns with industrial uses, with the potential for some commercial uses. A deed restriction was placed on the Site by its former owners, Ingersoll-Rand, which prohibit specific uses on the Site, such as residential, food processing or preparation, medical, and cultural facilities or places of worship. These restrictions are generally reflected in the Painted Post Zoning Law (2019) for this district.

2.4 Project Updates since Publication of the DGEIS

A few Project updates have been made to the Alternative of Choice since the publication of the DGEIS. These Project updates are the result of comments received on the DGEIS as well as continuing plan refinement. These updates do not specifically impact the Site concept layout. However, supporting information regarding the development and associated studies has been requested and is explained in more detail below.

2.4.1 NYSDOT Requested Revisions

As part of the review by NYSDOT for site access, the following revisions were made to the traffic impact study:

- A queue analysis including the use of 95th percentile queue values was added represented by Synchro 12 reports in Appendix B.
- Mitigation measures were proposed in areas where queueing was observed, especially where existing lane storage capacity had been exceeded.
- In addition to the mitigation measures recommended in the previously submitted report, issues with queueing were eliminated or significantly reduced.

2.4.2 OPRHP Requested Information for Reevaluation

As part of the review by OPRHP for impacts on the surrounding area, the following details were clarified:

- Specifications of the proposed buildings (i.e. elevations, aesthetics) to be constructed on the Site and how this fits into the existing character of the surrounding area.
- Projected traffic counts for the proposed development and access routes.
- Impacts to vegetation and other items along West Water Street.
- Impacts and mitigation of noise and vibration along West Water Street.
- Potential offsets to mitigate impacts introduced by proposed development.

2.4.3 3D Site Depictions

In addition to the 2D overall Site views shown in the DGEIS, 3D depictions which show the Alternative of Choice from various angles (aerial and street view) have been added. This provides a clearer visualization of the proposed development and how it fits the character of the surrounding area. A general overview has been added to Chapter 2 of the DGEIS with additional views located in *Appendix B – Project Drawings*.

2.5 Additional Revisions Made to Existing DGEIS

As a result of continued refinement of the Project Plan, the following revisions have also been added to the DGEIS:

- Clarification on how the Project coincides with the Painted Post Comprehensive Plan.
- Modification to Site layout specifications to fall within Painted Post Zoning Law requirements.
- Additional definitions provided for various zoning categories of Painted Post.
- Details of concerning air quality pollutants to the Site are added to the appendices.
- Minor clarifications throughout the entire DGEIS.

2.6 Summary of Impacts and Mitigation Resulting from Project Updates

Even with the Project updates, the Conceptual Site Layout Plan for the Project development has not changed but the above information and studies have been refined. In light of the full Project scope, none of the revisions or updates were deemed substantial nor had any bearing on the impact and mitigation analysis and conc

Chapter 3

Comments and Responses to Comments

CHAPTER 3: COMMENTS AND RESPONSES TO COMMENTS

3.1 Overview

This chapter provides summaries and responses to the substantive comments received on the DGEIS. As noted in Section 1.4, the public comment period for the DGEIS commenced upon acceptance by the Planning Board on August 8, 2025. A Public Hearing on the DGEIS was held at the Village Hall on September 3, 2025. The Public Comment Period closed on September 14, 2025. Only two parties provided comments during this period via letters. Copies of these letters are provided in Appendix A. All comments were carefully reviewed.

To assist the reader in correlating the comments and responses to the text of the DGEIS, they are presented in this chapter in the general order of the presentation of information in the DGEIS.

3.2 Comment Summaries and Responses

The following comment summaries and responses are associated with information presented in DGEIS Section 5.2 (Land Use and Zoning):

1. **For us to better understand the full scope of potential impacts that the project may have on historic resources we are requesting the following information:**
 - **Elevations of the proposed buildings to be constructed on the site.**

Response: As per the *Village of Painted Post Zoning Law* the building height for the I-2 district shall not exceed a height of three stories or 45 feet. Accessory structures shall not exceed 35 feet in height.

2. **Regarding the National Register eligible Painted Post High School, it appears that the warehouse building may be highly visible from the school grounds above the existing tree line.**

Response: 3D depictions of the Alternative of Choice have been added to the DGEIS in *Appendix B – Project Drawings*. The street view shows that the proposed development cannot be seen from West Chemung Street which is over 500 feet closer to the Site than the school. This is strongly attributed to the existing and proposed planted visual buffer which combines a variety of evergreen and deciduous native trees and shrubs.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.5 (Vegetation and Animals):

1. **The increase in commercial traffic may also require alteration or removal of the existing mature tree-line that screens the homes along W. Water Street. This mature vegetative buffer is an important part of the historic streetscape and part of the neighborhood's setting. Suggested Mitigation: Minimize tree trimming/removal.**

Response: The proposed development does not require any removal of vegetation or widening of the road at this time. Although this is not envisioned, it will be revisited should a developer require this for a future development.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.7 (Historic and Archaeological Resources):

1. **Several historic resources exist within proximity to this project site. These properties include the First Baptist Church, which is listed in the State and National Registers of Historic Places ("Registers") and the Painted Post High School, which is eligible for the Registers. We note that there is a collection of early 20th century homes located along West Water Street (and potentially extending northeast along Steuben and Charles Streets) that appear to comprise a highly intact historic district.**

Response: The layout of the proposed development and overall site is designed to fit into the

character of the surrounding area including the historic nature of West Water Street. Although the development may introduce impacts such as noise and traffic, this is not misaligned with historic uses of the industrial site. Recommended mitigation to these impacts include ensuring adequate buffer zones, soundproofing and developing the Site aesthetically in accordance with public preferences. These preferences are assumed to reflect those of the public expressed during the forums held on June 18, 2024 and July 13, 2024.

2. Suggested Mitigation: Employ building colors that will help to blend the massive, multi-story + 1,700-foot-long east elevation of the building into the proposed berm and landscaping plan.

Response: The Alternative of Choice is proposed to be a multi-building complex with adequate vegetated buffer zones. This should not only blend the buildings into the surrounding area but also mitigate impacts introduced on the Site such as noises, vibrations and other visual changes.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.8 (Transportation and Circulation):

1. Regarding the register eligible Southside Historic District along W. Water Street and the National Register listed First Baptist Church, we are concerned about the impacts associated with the anticipated additional commercial traffic associated with this project.

Response: There is minimal added truck traffic expected to be introduced because of the proposed development. Although this is not envisioned, mitigation strategies will be revisited should a developer require this for a future development.

2. For us to better understand the full scope of potential impacts that the project may have on historic resources we are requesting the following information:

- **Access routes and projected traffic counts for the warehouse and office buildings.**

Response: The access routes and projected traffic counts are included in the full Traffic Impact Study in Appendix I of the DGEIS.

3. Suggested Mitigation: Minimize speed and prohibit use of commercial truck engine air-braking.

Response: There is minimal added truck traffic expected to be introduced because of the proposed development. Should a developer require this, the *Village of Painted Post Zoning Law* requires noise standards to be kept under the below limits:

- **Residential Standards.** Upon effective date of this Law, no person shall cause, suffer, allow or permit sound from any operation which when measured at any residential property line is in excess of any of the following:
 - A. Daytime Standards: from 7:00 a.m. to 10:00 p.m.
 - Continuous airborne sound which has sound level in excess of 65 dBA

- B. Nighttime Standards: from 10:00 p.m. to 7:00 a.m.
- Continuous airborne sound which has a sound level in excess of 55 dBA
- **Commercial and Industrial Standards.** No person shall cause, suffer, allow or permit sound from any operation, which when measured at the property line of any industrial or commercial operation is in excess of any of the following:
 - Continuous airborne sound which has a sound level in excess of 65 dBA

4. **NYSDOT - The report does not provide sufficient analysis of queue lengths, particularly with respect to the limited storage available between West Water Street and the I-86 westbound ramps. This is especially important given the substantial increase in eastbound left-turn movements at the West Water Street intersection.**

Response: A queue length analysis has been added to the Traffic Impact Study in Appendix I of the DGEIS for all lanes. The results and proposed mitigation are summarized in Section 5.8 of the DGEIS.

5. **NYSDOT - Use of 95th-percentile queue values is recommended to adequately assess the risk of spillback. Please provide an updated TIS which reflects this.**

Response: The 95th percentile queues were assessed and two turns at the intersection of West Water Street and North Hamilton Street were found to be exceeding the existing storage capacity in the Maximum Development Alternative. These exceedances can be eliminated by extending the signal timing in the North Hamilton Street protected left turn from 10-seconds to 15-seconds as well as extending the signal timing for West Water Street from 15-seconds to 20-seconds.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.10 (Air Quality and Noise):

1. **The introduction of this industrial level of new commercial (tractor-trailer) traffic will alter the character of this district and introduce additional noise and potential vibration from trucks to the historic structures.**

Response: See Response 3. for Section 5.8.

2. **Suggested Mitigation:**

- **Noise monitoring along W. Water Street, supported by ongoing monitoring and an effective enforcement/minimization plan.**
- **Vibration monitoring along W. Water Street, supported by ongoing monitoring and an effective minimization plan.**

Response: Significant addition of noise and vibration are not expected to West Water Street from the Alternative of Choice. This will be revisited should this change once a developer proposes a development.

The following comment summaries and responses are associated with information presented in DGEIS Section 5.11 (Community Services):

1. Suggested Mitigation:

- **Funding for local historic organizations and museums. Funding amounts should be commensurate with the scope and scale of long-term impacts on historic resources.**
- **Discuss other opportunities for historic preservation mitigation with impacted community members and historical organizations.**

Response: The proposed mitigation strategies have been added to Section 5.7.1 of the DGEIS.

Chapter 4

Description of Changes to the DGEIS

CHAPTER 4: DESCRIPTION OF CHANGES TO THE DGEIS

This chapter of the FGEIS discusses changes to the DGEIS resulting from comments on the DGEIS, Project refinement since the DGEIS, or the development of additional relevant information that was not available at the time of publication of the DGEIS. To help guide readers through this FGEIS and to distinguish the various types of edits to the text, the following sections include gray, highlighted text that indicates the type of action for the text (e.g. UPDATE, REPLACE, ADD, SUPPLEMENT, and REMOVE). The subsequent italic text provides additional direction to where the change occurs within the chapter, and a brief explanation of why the change had been made. Following the italic text is the actual text amending the DGEIS.

4.1 DGEIS Chapter 2 – Project Description

REPLACE:

Figure 2.1-2 in DGEIS Section 2.2 is replaced with the following 3D depiction of the overall site concept to provide a better visualization of the proposed development to the reader. Additional views can be found in Appendix B of the DGEIS - Project Drawings.



SUPPLEMENT:

*The following text expands on the existing Site History by supplementing the following information in **DGEIS Section 2.5**:*

As part of their standard facility closure activities, Ingersoll-Rand conducted an environmental evaluation and cleanup in early 1986. At this time, evidence of petroleum and polychlorinated biphenyl (PCB) contamination of soil and other surfaces inside the foundry building were identified, being a result of oil leakage and spills from transformers and capacitors. This was reported to the New York State Department of Environmental Conservation (NYSDEC) and an Interim Remedial Measures (IRM) work plan was approved and a consent order was signed by both parties. All work elements of the IRM work plan were implemented in 1989 and NYSDEC acknowledged completion of the activities in January 1990.

A revised work plan was designed, expanding to encompass off-site areas, following the detection of 1,1,1-trichloroethane (TCA) in Painted Post Municipal Well #4 which was approximately 500 feet northeast of the foundry. This effort was intended to determine the extent of impact of Ingersoll-Rand operations on groundwater quality and field work began for the groundwater quality assessment (GQA) in December 1991. An alleged drum disposal site was also investigated in 1992 following a complaint from a private citizen, though no evidence of a buried drum was found during that investigation. Groundwater sampling did not detect PCBs, the main contaminant of concern at the foundry under the IRM. Volatile organic compounds (VOCs), primarily TCA, were detected, though they generally fell below the State drinking water standard of 5 parts per billion (ppb), except for at one off-site well which was detected at 8 ppb. Trace levels of 1,1-dichloroethane, benzene, ethylbenzene, total xylene, and 1,4-dichlorobenzene were also detected in off-site monitoring wells and, ultimately, the GQA did not indicate the foundry as the source of TCA contamination.

Semi-volatile organic compounds (SVOCs), polynuclear aromatic hydrocarbons (PAHs), were detected on-site near one of the monitoring wells during the well drillings. Further analysis indicated that the PAHs in the fill material were petroleum-based and likely the result of treated wood debris disposal in on-site fill material and road oiling activities. The PAHs were determined to be stationary and not migrating. Ultimately, no environmental exposure pathways were identified for the foundry site, as the SVOCs detected in the soil were not exposed at the surface and were not migrating, and the very low levels of TCA did not constitute an environmental threat. The Village was required to continue monitoring Municipal Well #4 to oversee potential human exposure pathways from groundwater exposure. The SVOCs in the soil were noted to potentially pose an elevated risk to workers during “invasive activities” on the Site.

A Record of Decision (ROD) was issued and a remedy was selected, which involved placing a deed restriction to indicate the presence of in-place contaminated soil around one on-site monitoring well and preparing a sampling and analysis plan to continue monitoring groundwater quality at the site and immediately off-site for an additional 3 years, or 5 rounds. This chosen alternative included the NYSDEC reclassification of the Site from a Class 2, which indicated the

confirmed presence of hazardous wastes or its components or breakdown products that represented a significant threat to public health or the environment, to a Class 4, which indicated that the Site was properly closed but required continuous monitoring. The results of the completed additional rounds of groundwater monitoring would be evaluated to determine if additional reclassification or delisting of the Site was appropriate.

The enactment of a deed restriction on the Site contributed to the eventual delisting of the Site in September of 2003, which indicated that remediation had been satisfactorily completed under a remedial program, though it may require ongoing maintenance and periodic certification of institutional/engineering controls.

REPLACE:

*Replace Maximum Building Stories and Maximum Building Height in **DGEIS Section 2.6** to reflect zoning requirements for I-2 District in the Village of Painted Post.*

Maximum Building Stories	3
Maximum Building Height	45 ft

REMOVE:

*Remove Certificate of Occupancy information in Table 2-4 in **DGEIS Section 2.8** since residential development is not permitted at this time.*

4.2 DGEIS Chapter 5 – Environmental Setting, Potential Impacts, and Mitigation

REPLACE:

*Clarify how the DGEIS meets contents laid out in the Village Comprehensive Plan in **DGEIS Section 5.2**.*

SUPPLEMENT:

*Supplement the existing zoning section in **DGEIS Section 5.2** to provide additional details on each zone. See below for additions.*

- LDR – Low Density Residential: To delineate those areas where one-unit detached dwellings are located on large lots (12,000 square feet or larger) with public sewer and water services currently or potentially provided, while minimizing strip frontage development.
- MDR – Medium Density Residential: To delineate those areas suitable for the development of varied dwelling units, such as one and two-unit detached houses, townhouses and multi-unit dwellings while maintaining the style and character of the older Village residential areas (minimum lot size: 6,500 square feet).

- VC – Village Center: The purpose of a Village Center District is to establish, enhance and promote a cultural, social and commercial center in Painted Post with a downtown atmosphere that is pedestrian oriented. The VC District shall have a compact form that combines jobs, recreation, schools, residential types and neighborhood commercial opportunities. As an area of planned mixed-use zoning, the VC District is intended to discourage strip commercial development and encourage streetscapes, on-street parking and complementary residential and office uses located above and/or adjacent to retail and service commercial uses (minimum lot size: 6,500 square feet), compatible with the style and character of the older Village businesses and residences.
- B – Business: To delineate those areas suited for commercial use that serve primarily the residents of the community.
- I – Industrial: To delineate those areas in the Village that are appropriately suited to manufacturing, process and industrial uses, and to preserve these areas for such uses and related uses that will not create a detrimental or significant adverse impact on the environment and the welfare of the community.
- I-2 – West Water Street Development: To delineate those areas in the Village with special provisions and restrictions set by various groups. The zoned district requires individual development processes and permits specifically allowed uses.
- CL – Conservation Land: To delineate those existing substantially undeveloped portions of the Village that exhibit a rural character due to the lack of services and serious natural limitations to development, to preserve a cohesive network of open space, stream corridors, wetlands, Painted Post Zoning Law August 2019 Page 31 steep slopes and other natural habitats and to limit the use of the remaining buildable land to less intensive, agricultural, forestry, and recreational uses in conformance with the natural and man-made limitations.
- FPPO – Floodplain Protection/Recreation (Overlay): To regulate floodplain development within the Special Flood Hazard Area, as shown on the Federal Emergency Management Administration's (FEMA) Flood Insurance Rate Map (FIRM). See Local Law No. 1 for 2000, Local Law for Flood Damage Prevention (as amended.)

UPDATE:

Update **DGEIS Section 5.6.1** to combine site history details all into one timeline. 'Additional Investigation/Remediation' was added into this section. Title of section renamed to 'Site History and Identification of Areas of Concern'.

ADD:

Added details below into **DGEIS Section 5.6.2** to expand on how the development will potentially impact public health and the environment.

The project has the potential to impact Public Health and Environment. By disturbing the Site through earth work and other construction activity, some potential impacts include:

- General construction activity creating dust which could contain contaminants such as PCBs and PAHs.
- Construction workers could come into contact with impacted media.
- Construction vehicles could transport impacted media off-site to unregulated areas.
- Stockpiled soils exposed to precipitation could transport contaminants through runoff.

All disturbances of soil (e.g., construction of new building(s), work on existing buildings, and/or utility work) would require the implementation of the Soil-Fill Management Plan and associated Excavation Work Plan and Groundwater Management Plan. All work would require monitoring excavations for potential impacted media and sampling of water and soil generated. These measures would address concerns related to transport of impacted media off-site and fugitive dust. All work would also be performed by appropriately trained personnel.

ADD:

*Added details below into **DGEIS Section 5.7.1** to expand on how the development will potentially impact historic and archaeological resources.*

There would be potential visual and audible impacts associated with the development related to the historic setting. These would be mitigated through the following:

- Visual: As described in Chapter 4, during the Village of Painted Post public forums for this project, the public was able to vote on several aesthetic options and provide their opinion on the appearance of the final development to adhere to the current Village character. These are recommended during the design to maintain the nature of the Village. Limitations on the building and lot sizes would follow the local zoning ordinances listed in Section 2.4. A vegetative buffer would also be implemented to improve the aesthetic of the development.
- Audible: Similarly to visual mitigation, a vegetated buffer zone would be used to reduce any noise created on Site. A significant increase in truck traffic is not expected for this development, should a developer require this, additional mitigation strategies will be revisited.

OPRHP has also provided the following mitigation strategies to offset any changes to the historic character of the surrounding area:

- Funding for local historic organizations and museums. Funding amounts should be commensurate with the scope and scale of long-term impacts on historic resources.
- Discuss other opportunities for historic preservation mitigation with impacted community members and historical organizations.

UPDATE:

*Update **DGEIS Section 5.8.7** to include additional information determined from queue analysis updated in the Traffic Impact Study (TIS) in Appendix I of the DGEIS. Details of additions are below.*

Impact: The 2030 maximum development alternative indicates an exceedance in storage capacity for two turns at the intersection of N. Hamilton and W. Water Street when analyzing the 95th

percentile queue volumes. This is seen in the N. Hamilton Street north bound left turn in the AM conditions (119 feet) and the W. Water Street east bound right turn in the PM conditions (135 feet).

Mitigation: The queue 95th percentile volume exceeding the storage capacity at the intersection of N. Hamilton and W. Water Street in the maximum development condition can be eliminated by extending the signal timing of the N. Hamilton Street protected left turn from 10-seconds to 15-seconds. As well as extending the signal timing for W. Water Street from 15-seconds to 20-seconds.

Additional details added to the DGEIS on mitigation for items previously included in the TIS:

- Evaluate a protected left turn phase at the intersection of S. Hamilton Street & Highway I-86 EB Ramps. There is a significant quantity of left turning traffic accumulated during the PM peak hour.
- Extend the left turn signal duration for the I-86 WB off-ramp. An evaluation of the Exit 44 NB left turn timing demonstrates an improvement in lane LOS when the signal is extended from the current 30-second interval to 45-seconds for both the No Build and Build Alternatives.

ADD:

*Added details below into **DGEIS Section 5.12** to expand on open space and recreation affected by the development.*

Craig Park and the Painted Post/Riverside Trail are also within 1,000 feet of the Site providing an opportunity for recreational activities as well as a method to travel to the Site from the surrounding area via walking or cycling.

4.3 DGEIS Chapter 7 – Environmental Setting, Potential Impacts, and Mitigation

ADD:

*Added details below into **DGEIS Section 7.2** to expand on recommended runoff mitigation strategies.*

Some of the recommended practices include: rain gardens and bioswales which can mitigate runoff while providing opportunities to add more green to absorb heat and improve air quality, and pervious pavements can promote better infiltration of stormwater.