

**FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT (FGEIS)
DOLSONTOWN CORRIDOR
Town of Wawayanda, Orange County, New York**

Lead Agency: Planning Board, Town of Wawayanda

Lead Agency Contact: John Razzano, Chairperson
80 Ridgebury Hill Road
Slate Hill, NY 10973
(845) 355-5700

APPENDIX I: ADOPTED GEIS SCOPING DOCUMENT

New York State Environmental Quality Review Act (“SEQRA”)

SCOPING DOCUMENT

GENERIC ENVIRONMENTAL IMPACT STATEMENT

CUMULATIVE COMMON IMPACTS TO:

**ROADWAY SYSTEM
WATER AND SEWER INFRASTRUCTURE
STORMWATER DISCHARGES
THREATENED AND ENDANGERED SPECIES
HISTORICAL AND ARCHEOLOGICAL RESOURCES**

WITHIN THE

**DOLSONTOWN CORRIDOR
(Dolsontown Road/Route 17M to McVeigh Road)**

Town of Wawayanda, Orange County, New York

Date: November 24, 2021

Adopted: December 8, 2021

Lead Agency: Planning Board, Town of Wawayanda

Lead Agency Contact: Richard Onorati, II, Chairperson
80 Ridgebury Hill Road
Slate Hill, NY 10973
(845) 355-5700

GENERAL GUIDELINES

- The Generic Environmental Impact Statement (“GEIS”) shall address all items in this Scoping Document and conform to the format outlined in this Scoping Document. If appropriate, impact issues listed separately in this outline may be combined in the GEIS, provided all such issues described in this Scoping Document are addressed as fully in a combined format as if they were separately addressed
- The document should be written in the third person. The terms “we” and “our” should not be used. Conclusions and opinions of an Applicant should be identified as those of the “Project Sponsor,” “Applicant” or “the Developer.
- Narrative discussions should be accompanied by appropriate charts, graphs, maps and diagrams whenever possible. If a particular subject matter can most effectively be described in graphic format, the narrative discussion should merely summarize and highlight the information presented graphically. All plans and maps shall include adjacent homes, other neighboring uses and structures, roads, water bodies and a legend.
- The entire document should be checked carefully to ensure consistency with respect to the information presented in the various sections.
- Environmental impacts should be described in terms that the layperson can readily understand.
- All discussions of mitigation measures should consider at least those measures mentioned in the Scoping Document. Where reasonable and necessary, mitigation measures should be incorporated into the “Projects” as defined below, if they are not already included.

Pursuant to 6 NYCRR Part 617.10(a) a GEIS may be broader, and more general than site or project specific EISs, and may be utilized where, as here, there are separate actions that have generic or common impacts.

The GEIS is intended to convey general and technical information regarding the potential significant cumulative common impacts to the roadway system, water and sewer infrastructure, stormwater discharges, the potential presence of threatened or endangered species and the potential presence of important historical and archeological resources of the development of the Dolsontown Corridor to the Town of Wawayanda Planning Board (as Lead Agency), as well as several other agencies involved in the review of projects proposed for the Dolsontown Corridor. The GEIS is also intended to convey the same information to the interested public. The preparer of the GEIS is encouraged to keep this audience in mind as it prepares the document. Enough detail should be provided in each subject area to ensure that most readers of the document will understand, and be able to make decisions based upon, the information provided.

As the GEIS will become, upon acceptance by the Lead Agency, a document that may, if appropriate, support objective findings on approvals requested for projects along the Dolsontown

Corridor, the preparer is requested to avoid subjective statements regarding potential impacts. The GEIS should contain objective statements and conclusions of facts based upon technical analyses. Subjective evaluations of impacts where evidence is inconclusive or subject to opinion should be prefaced by statements indicating that “It is the Applicant’s opinion that...”. The Town of Wawayanda Planning Board reserves the right, during review of the document, to require that subjective statements be removed from the document or otherwise modified to indicate that such subjective statements are not necessarily representative of the findings of the Lead Agency.

A. PROPOSED ACTIONS

The GEIS will evaluate the potential significant cumulative common impacts of the development of the Projects (defined below) within the Dolsontown Corridor, including the potential impacts on the roadway system, water and sewer infrastructure, stormwater discharges, the potential presence of threatened or endangered species and the potential presence of important historical and archeological resources.

The following projects (the “Projects”) are currently proposed for the Dolsontown Corridor:

RDM #3 (a/k/a “Dewpoint South”)

Description of Action: The applicant, Real Deal Management, Inc. d/b/a RDM Group (“RDM”) proposes to construct a warehouse/distribution facility on an existing parcel approximately 11.66 acres in size, to host a ±125,000 square foot warehouse/distribution facility located on Dolsontown Road, tax lot 4-1-50.32 in the MC-1 (Mixed Commercial) zoning district (“RDM #3”). Other associated site improvements include 67 vehicle parking spaces & 34 loading docks. The lot has a proposed driveway entrance on Dolsontown Road for vehicular and truck access to the facility, and a proposed gated emergency access driveway to Caskey Lane. A lot line adjustment is also proposed as part of this project which will dedicate approx. 3,185 sq. ft. of the current parcel to the Dolstontown Road Right-of-Way (ROW) and create a minimum 66’ wide ROW across the frontage.

The warehouse facility proposes water (potable & fire protection) and sanitary sewer service connections to the adjacent Town mains within Dolsontown Road. The project is anticipated to generate a water and sewer demand of approximately 1,875 GPD.

RDM #4 (a/k/a “Dewpoint North”)

Description of Action: The applicant, CSG PA Holdings LLC proposes to construct a warehouse/distribution facility on an existing parcel approximately 6.17 acres in size, to host a ±32,000 square foot warehouse/distribution facility located on Dolsontown Road, tax lot 4-1-50.2 in the MC-1 (Mixed Commercial) zoning district (“RDM #4”). Other associated site improvements include 35 vehicle parking spaces & 6 loading docks. The lot has a proposed driveway entrance on Dolsontown Road suitable for vehicular and truck access to the facility. A lot line adjustment is also proposed as part of this project which will dedicate approx. 3,253 sq. ft. of the current parcel to the Dolstontown Road Right-of-Way (ROW) and create a minimum 66’ wide ROW across the frontage.

The warehouse facility proposes water (potable & fire protection) and sanitary sewer service connections to the adjacent Town mains within Dolsontown Road. The project is anticipated to generate a water and sewer demand of approximately 480 GPD.

RDM #5 (a/k/a “Dolsontown East”)

Description of Action: The applicant, RDM, proposes to construct two warehouse/distribution facilities on an existing parcel consisting of three lots totaling approximately 48.63 acres in size, which, following a lot line change and consolidation, will consist of a 36.67 acre lot that is proposed to host a ±471,000 square foot warehouse/distribution facility, and an 11.56 acre lot that is proposed to host a ±61,000 square foot warehouse/distribution facility, with remaining land on each lot dedicated to the Dolsontown Road Right-of-Way located on Dolsontown Road, tax lots 1-1-52.1, 1-1-4.2 and 6-1-3.2 in the MC-1 (Mixed Commercial) zoning district (“RDM #5”).

Proposed lot 1 is approximately 36.67 acres (1,597,434 S.F.). The development consists of the construction of a 471,000 square foot warehouse/distribution facility along with associated site stormwater & utility improvements. Other associated site improvements include 191 vehicle parking spaces, 60 loading docks, and 66 trailer parking spaces. The lot has a proposed driveway entrance on Dolsontown Road towards the west side of the site suitable for vehicular access to the facility and another proposed driveway entrance on Dolsontown Road towards the east side of the site suitable for truck access to the facility. A lot line adjustment is also proposed as part of this project which will dedicate approx. 7,481 sq. ft. of the current parcel to the Dolsontown Road Right-of-Way (ROW) to provide 33’ from the roadway centerline across the frontage.

Proposed lot 2 is approximately 11.56 acres (503,792 S.F.). The development consists of the construction of a 61,000 square foot warehouse/distribution facility along with associated site stormwater & utility improvements. Other associated site improvements include 45 vehicle parking spaces & 11 loading docks. The lot has a proposed driveway entrance on Dolsontown Road suitable for vehicular and truck access to the facility. A lot line adjustment is also proposed as part of this project which will dedicate approx. 9,190 sq. ft. of the current parcel to the Dolsontown Road Right-of-Way (ROW) to provide 33’ from the roadway centerline across the frontage.

The warehouse facilities propose water (potable & fire protection) and sanitary sewer service connections to the adjacent Town facilities via anticipated pump stations. The existing water main is proposed to be extended approximately a half mile along Dolsontown Road across the project frontage. The project is anticipated to generate a water and sewer demand of approximately 3,540 GPD.

Simon Business Park

Description of Action: The applicant, Mid Dolsontown, LLC, proposes to construct a warehouse/distribution facility on an existing parcel currently consisting of two lots totaling approximately 70.93 acres in size. Two existing parcels (Tax Lot 6-1-107, consisting of

approximately 68.93 acres and Tax Lot 6-1-90.1, consisting of approximately 2 acres) are proposed to be consolidated into one lot to host a host a ±282,250 square foot warehouse/distribution facility located on Dolsontown Road in the MC-1 (Mixed Commercial) zoning district. Other associated site improvements include 118 vehicle parking spaces, 27 loading docks, 65 trailer storage spaces and associated site stormwater and utility improvements. The lot has a proposed driveway entrance on Dolsontown Road suitable for vehicular and truck access to the facility and a proposed gated, emergency access drive to Caskey Lane.

Additional Right-of-Way to be dedicated to the Town along Dolsontown Road will be proposed as part of the project. The warehouse facility proposes water (potable & fire protection) and sanitary sewer service connections to the adjacent Town mains within Dolsontown Road. The project is anticipated to generate a water and sewer demand of approximately 1,800 GPD.

Marangi Solid Waste Facility

Description of Action: The applicant proposes to construct an approximate 36,000 SF transfer facility for waste processing on Tax Lots 6-1-3.31 and 6-1-3.32, along with a 25,200 SF transfer area/collection truck drop off lanes, 6,080 SF Admin Bldg and 4,800 SF shop. A second phase of the project is contemplated to include a 36,000 SF truck maintenance and storage facility for storage of 40 waste collection trucks and a 12,000 SF fabrication shop, along with a .5 acre roll off container storage area and diesel fueling station.

Reasons Supporting this Determination: Potential environmental impacts associated with the Projects are identified in each project's respective Full Environmental Assessment Form. *See Exhibit A.* These potential impacts, which may be reasonably expected to result, have been compared to the criteria for determining significance identified in 6 N.Y.C.R.R. § 617.7(c)(1) and in accordance with 6 N.Y.C.R.R. § 617.7(c)(2) and (3). The Planning Board has found that the Projects, considered together with other proposed and recently approved projects along Dolsontown Road, generally located from the intersection of Dolsontown Road and Route 17M to McVeigh Road (the "Dolsontown Corridor"), may have significant cumulative common impacts as further discussed below and that a Generic Environmental Impact Statement will be prepared pursuant to 6 NYCRR §617.10.

The GEIS will evaluate the anticipated cumulative common impacts to the roadway system, water and sewer infrastructure, stormwater discharges, the potential presence of threatened or endangered species and the potential presence of important historical and archeological resources (the foregoing being collectively referred to as the "Cumulative Common Impacts"). Based on information submitted to date, including a Full Environmental Assessment Form for each project, no other potential impacts of any individual project are anticipated to have a potential significant adverse impact on the environment. Each applicant will retain responsibility for demonstrating that all of each Project's potential impacts be compared to the criteria for determining significance identified in 6 N.Y.C.R.R. § 617.7(c)(1), in accordance with 6 N.Y.C.R.R. § 617.7(c)(2) and (3).

See Exhibit B [Positive Declaration, adopted July 28, 2021].

INVOLVED AGENCIES

New York State Department of Transportation
4 Burnett Boulevard
Poughkeepsie, New York 12601

New York State Department of Environmental Conservation
Region 3
21 South Putt Corners Road
New Paltz, New York 12561-1696

Orange County Health Department, Division of Environmental Permits
1887 County Building
124 Main Street
Goshen, New York 10924

New York State Office of Parks, Recreation and Historic Preservation
Post Office Box 189, Peebles Island
Waterford, New York 12188

Town of Wawayanda Highway Department
80 Ridgebury Hill Road
Slate Hill, NY 10973

Town of Wawayanda Town Board
80 Ridgebury Hill Road
Slate Hill, NY 10973

INTERESTED AGENCIES

City of Middletown
Middletown City Hall
16 James Street
Middletown, NY 10940

Town of Wallkill
99 Tower Drive, Building A
Middletown, NY 10941

New Hampton Fire Company
P.O. Box 386
5024 NYS Route 17M
New Hampton, NY 10958

Orange County Department of Planning
1887 County Building
124 Main Street
Goshen, New York 10924

Orange County Department of Public Works
2455-2459 Route 17M
P.O. Box 509
Goshen, New York 10924

Town of Wawayanda Building Department
80 Ridgebury Hill Road
Slate Hill, NY 10973

U.S. Army Corps of Engineers
26 Federal Plaza
Jacob Javits Building
New York, New York 10278

B. SCOPE OF GENERIC ENVIRONMENTAL IMPACT STATEMENT COVER SHEET

- 1) Identification as Generic Environmental Impact Statement.
- 2) Location (County and Town) of Dolsontown Corridor.
- 3) Name and address of the lead agency; name and telephone number of the person to contact at the lead agency for information and SEQRA status (Type 1).
- 4) Name and address of Project Sponsors, name, address and telephone number of the person representing the applicants.
- 5) Name, address and email address of the primary preparer(s) of the GEIS.
- 6) Date of submittal and all GEIS revision dates.
- 7) Date of acceptance of the GEIS as complete (to be inserted at later date).
- 8) Date of Public Hearing and subsequent adjournments (to be inserted at later date).
- 9) The deadline date by which comments are due (to be inserted at later date).

TABLE OF CONTENTS

The GEIS shall include listings of major sections and subsections, tables, figures, maps, charts, appendices & any items that may be submitted under a separate cover (and identified as such).

CHAPTER 1: EXECUTIVE SUMMARY

The Executive Summary shall consist of a brief but precise summary of the GEIS that adequately and accurately summarizes the document including the following, insofar as necessary to address the Cumulative Common Impacts

- A. Brief description of the Projects.
- B. Project Purpose, Need and Public Benefit.

- C. Describe anticipated type of development being proposed including overview of project layout, size, and type of proposed structures (including materials, shapes and proposed colors), parking, loading, circulation, landscaping, lighting, signs, including materials and colors, and utilities.
- D. Describe the Cumulative Common Impacts.
- E. Proposed mitigation measures related to the Cumulative Common Impacts.
- F. Unavoidable Adverse Environmental Impacts, and Irreversible Commitment of Resources.
- G. Alternatives to Proposed Action including the mandatory no build alternative.
- H. Permits and Approvals related to the Cumulative Common Impacts.
- I. List of Involved Agencies.
- J. List of Interested Agencies.

CHAPTER 2: DESCRIPTION OF THE PROPOSED ACTION

DESCRIPTION OF PROJECTS

A narrative description of the Projects and a graphical presentation of the proposed development, addressing general layout of each Project's site access and egress, parking configuration, internal roadway system, amenities, and Project related benefits will be presented.

The proposed grading plan, including proposed limits of site disturbance, along with proposed landscape, utility, water supply, sanitary sewage, stormwater management and sediment and erosion control plans will be presented.

The project description will also include a description of the daily and peak activities occurring onsite and their potential relationship to the Cumulative Common Impacts.

CHAPTER 3: EXISTING CONDITIONS, ANTICIPATED IMPACTS AND PROPOSED MITIGATION

This Section of the GEIS shall describe the existing environmental conditions for each of the Projects and off-site areas where there may be Cumulative Common Impacts. Sufficient detail will be provided so that reviewers are able to gain an understanding of current conditions and the context of which the Cumulative Common Impacts will be assessed. For each of the Cumulative Common Impacts, existing conditions are to be defined, proposed conditions shall be described, potential impacts are to be identified and described, and mitigation measures designed to avoid, minimize or offset potential impacts are to be proposed. The methodology and standards used to quantify the Cumulative Common Impacts are to be described. To the extent that the GEIS relies upon any previous analysis or studies, the previous analysis shall be discussed to the extent relevant, and the prior studies shall be incorporated in the GEIS as appendices.

1. ROADWAY SYSTEM

i. Existing Condition

- a. Provide a description of size, capacity and physical condition of the

Dolsontown Corridor to include the following:

- b. Classification and jurisdiction
 - c. Roadway width (edge to edge)
 - d. Number of lanes per direction
 - e. Presence of shoulders
 - f. General grade and alignment
 - g. Speed limit
 - h. Roadway surface condition
 - i. Analysis of existing roadway geometry of Dolsontown Road, horizontal and vertical.
- i. All relevant traffic volume data utilized to determine the existing traffic volumes will be included in GEIS Traffic Appendix.
 - ii. Provide documentation of current vehicle mix on the affected roadways for use in the analysis of intersection operating conditions.
2. Potential Impacts: To assess the potential impact to traffic the GEIS will:
- i. Identify the Project design year as 2032, which will be utilized for analysis of future traffic operating conditions.
 - ii. Include the following study intersections, with the study periods being weekday AM and PM peak hours:
 - Route 17M/CR 78/Abe Issecks Drive
 - Route 17M/Dolsontown Road/James P Kelly Way
 - Route 17M/US Rt 6/Sunrise Park Road
 - Dolsontown Road/McVeigh Road
 - Dolsontown Road/Airport Road/Genung Street/Schutt Road
 - iii. Identify other projects (inclusive of the Dunkin Donuts, Wingate Hotel and Middletown Commons expansion) which will generate a substantial volume of traffic through the study area and determine how much traffic these developments will add to the study intersections during the peak hours.
 - iv. Include a comprehensive existing and proposed plan depicting the Dolsontown Corridor and each of the Projects, including details of all driveways, roadway improvements, turning lanes and other critical elements.
 - v. Based on a consideration of historical traffic growth and the volumes of traffic to be added by the identified vicinity developments, establish an annual background traffic growth rate, anticipated to be 0.5% per year, yielding a 10 year total growth rate of 5%, to grow the existing traffic

volumes to the design year which will be reflective of the anticipated increase in general traffic activity in the area by that time.

- vi. Adjust any new traffic counts to pre-pandemic conditions.
- vii. Include a sensitivity analysis designed to account for variances in trip generation if the tenants for certain Projects are unknown.
- viii. In consultation with the Town of Wawayanda, Wallkill and City of Middletown, grow the existing traffic volumes at the Dolsontown Road-Route 17M intersection and add the vicinity development traffic volumes (inclusive of the development proposed on County Route 56 / SBL# 12-1-2.2 as well as that approved at 1081 Dolsontown Road SBL# 6-1-1) to get the “No-Build” traffic volumes, with figures included in the GEIS.
- ix. Using accepted sources, such as the Institute of Transportation Engineer’s publication, Trip Generation, 11th Edition, estimates will be made of the amount of traffic that will be generated by the Projects during the weekday AM and PM peak hours. Traffic generation estimates will include a breakdown of anticipated number of passenger cars and trucks during each of the peak hours.
- x. Trip distribution patterns should be established for the generated trips, based on expected travel times and trip origins/destinations, to assign the Projects traffic to the study intersections, with figures included in the GEIS.
- xi. The Project trips should be added to the No-Build traffic volumes at the study area intersections to yield the “Build” traffic volumes, with figures included in the GEIS.
- xii. The Existing, No-Build and Build peak-hour traffic volumes at the study area intersections should be analyzed using Synchro Software, based on the Highway Capacity Manual. Where other identified projects are required to implement roadway improvements, these improvements should be included in the No-Build and Build intersection analyses, along with the other projects traffic. The resulting analyses should be compared (level of service, delays, and volume/capacity ratios – with tables provided in the GEIS) and potential project impacts compared. Where turn lanes are provided, 50% and 95% queues should be compared to the available storage.
- xiii. Provide a cumulative assessment of the Projects.

3. Mitigation Measures

- i. Discuss mitigation as required, including but not limited to:

- 1. Widening local roadways determined to be too narrow to accommodate

- projected volume and type of traffic.
2. If roadway widening is required for mitigation, how the additional stormwater runoff will be accommodated.
 3. Identify the allocation of funding the measures and who will be responsible for ensuring that the measures are implemented or carried out.
 4. Potential changes in horizontal and vertical grades as well as driveway locations, turning lanes, acceleration and deceleration lanes and any other related improvements.
 5. Identify the appropriate traffic control necessary at each site driveway and any changes necessary to traffic controls at existing study area intersections.
 6. Discuss driveway alignments and/or consolidation or shared access points.
 7. Additional Mitigations as necessary. All unavoidable impacts will be identified.

2. WATER AND SEWER INFRASTRUCTURE

- i. Existing Conditions
 - a. Sanitary Services
 - b. Analysis of existing sewage pumping facilities to determine if mitigation is required.
 - c. Potable Water
 - d. Identify existing water and sewer districts.
 - e. Identify existing intermunicipal agreements between the Town of Wawayanda and the City of Middletown.
 - f. Identify existing water and sewer use within each district.
 - g. Provide a description of each of the systems including interconnects, pump stations and outside users.
- ii. Potential Impacts: To assess the potential impact to utilities the Applicant will:
 - a. Discuss proposed demand on water and sanitary services, including a summary of average daily and peak demand.
 - b. Provide a calculation of fire flow requirements based on NFPA guidelines. Address whether any of the Projects will require fire water storage tanks and/or pumping facilities.
- iii. Mitigation Measures
 - a. Discuss use of sustainable design elements in limiting impacts/demands on natural and manmade resources.
 - b. Identify any mitigation measures required for system upgrades including water and sewer system upgrades.
 - c. Use of water conservation fixtures.
 - d. Mitigation will be proposed for identified adverse environmental

impacts as necessary. Unavoidable adverse impacts will be identified, and quantified if possible.

3. STORMWATER DISCHARGES

i. Existing Conditions

- a. Location and description of surrounding waterbodies including on-site surface waters and off-site receiving waters and classification according to NYSDEC and/or ACOE.
- b. Discuss Monhagen Brook, NYSDEC 303(d) Impaired Waterbody listing.
- c. Identify uses of surface waters.
- d. Description of existing drainage areas, including the overall drainage basin, drainage channels, flood plains and watersheds including downstream conditions.
- e. Discuss NYSDEC's potential jurisdiction over wetlands within the Dolsontown Corridor.

ii. Potential Impacts: To assess the potential impact to surface water the GEIS will:

- a. Discuss potential impacts from future drainage patterns, stormwater peak discharges, stormwater quantity reduction and stormwater quality, with regard to receiving waters.
- b. Discuss potential for diminished water quality of surface waters by erosion due to construction, application of pesticides or herbicides or other potential contamination sources. Discuss potential contamination of surface waters from pesticides, herbicides, and deicing agents.
- c. Discuss Stormwater Pollution Prevention Plans (SWPPP) which shall include a sediment and erosion control plan.
- d. Discuss any encroachments into surface water resources including whether encroachments are temporary or permanent.
- e. Identify potential impacts to receiving streams including any NYSDEC/Army Corps regulated wetland areas.

iii. Mitigation Measures

- a. Design adequate stormwater control system in accordance with the NYS Dept. of Environmental Conservation's "Stormwater Management Design Manual." (Current version).
- b. Identify stormwater management practices implemented to address discharges to the Monhagen Brook a 303(d) Impaired Waters.

- c. Mitigation will be proposed for identified adverse environmental impacts as necessary. Unavoidable adverse impacts will be identified.

4. POTENTIAL PRESENCE OF THREATENED OR ENDANGERED SPECIES

1. Existing Conditions

- i. Identification of existing conditions related to vegetation and fauna.
- ii. Coordination with NYSDEC and US Fish and Wildlife Service.

2. Potential Impacts: The GEIS will assess the potential cumulative impacts of the Projects on threatened and endangered species as well as the potential for there to be removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources.

3. Mitigation Measures

- i. Mitigation will be proposed for identified adverse environmental impacts as necessary. Unavoidable adverse impacts will be identified.

5. CULTURAL, HISTORIC AND ARCHAEOLOGICAL RESOURCES

1. Existing Conditions

- i. Identification of sites having potential significant archaeological value.
- ii. Submission of Phase I searches to the New York State Office of Parks, Recreation and Historic Preservation.

- iii. Potential Impacts: To assess the potential impact to cultural, historic and archeological resources a Phase 1A Literature Search and Sensitivity Assessment will be conducted if appropriate, and a subsequent Phase 1B Archaeological Field Reconnaissance Survey will be conducted if the Phase 1A assessment so recommends. The GEIS will describe the potential for construction of the Projects to affect any cultural resources that may be present on a Project site.

2. Mitigation Measures

- i. Mitigation will be proposed for identified adverse environmental impacts as necessary. Unavoidable adverse impacts will be identified.

APPENDICIES

The following is a list of materials that may be included in the GEIS.

1. Correspondence
2. SEQRA Documentation
3. List of all Interested and Involved Agencies and their mailing addresses.
4. Stormwater Pollution Prevention Plan(s)
5. Site Plans
6. Traffic Impact Study or Studies
7. Wetland Impact Report(s)
8. Phase IA and 1B Archaeological Studies as appropriate.
9. Water and Sewer Report(s)