our **people** and our **passion** in every **project**

Bergmann associates
architects // engineers // planners

Joint Application Permit
For ALCO Waterfront Redevelopment

Prepared for: Maxon ALCO Holdings, LLC

Rendering by Re4orm Architecture

Location of Action:
Former ALCO Site
301 Nott Street
Schenectady, New York

Lead Agency:
Schenectady Metroplex Development Authority
433 State Street
Schenectady, New York

Prepared By:
Bergmann Associates
10B Madison Avenue Extension
Albany, NY 12203

December 6, 2013
Revised: March 18, 2014

ALCO Waterfront Development
Former ALCO Site
301 Nott Street
City of Schenectady, Schenectady County

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December 6, 2013
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ATTACHMENT #1: PROJECT DESCRIPTION AND PURPOSE

Project Location / Description

This project is located within the City of Schenectady, Schenectady County, New York. A NYSDEC Environmental Resource Map and a USGS Topographic Map are included in Attachment #6. The project area includes approximately 60 ± Ac. of land located at 301 Nott Street on the former ALCO (American Locomotive Company) site in the City of Schenectady. It is bordered on the South and East by Erie Boulevard, the west by Front Street and Mohawk Avenue, and the north by the Mohawk River.

The ALCO Waterfront Development is a mixed use development proposed by Maxon ALCO Holdings, LLC. At full build-out, the project will ultimately include approximately 50 townhomes, 50 condos, 100 apartments, a 5-6 story 125 room hotel, 450,000 sq. ft. of commercial space, 75,000 sq. ft. of retail space (including restaurants), 100,000 sq. ft. of light industrial, as well as an embayment. Public access will be provided to the Mohawk River and embayment by a multi-use trail located on top of the river bank and around the embayment.

This project will be completed in phases. This is necessary since it is neither feasible nor practical to permit and construct the entire project in one phase. The sheer scope of the project (estimated construction cost at the completion of the project is $152 million); ever changing market conditions, and community needs and construction time required, dictate that this project be constructed in phases. Therefore, each phase of the project will be designed and constructed as an independent self-sustaining project that will not rely on any future phase. However, all work along the Mohawk River and the construction of the embayment will be constructed in the first phase.

In general, the proposed phasing will be as follows:

Phase 1

Phase 1 will include a multi-story hotel, an upscale riverfront apartment complex, a retail store, the embayment and river widening. The associated roadways, drainage systems, utility services, site amenities, and landscaping are also included.

Future Phases

Future phases will most likely include the construction of the balance of the Project as described in the Draft Generic Environmental Impact Statement (DGEIS). A copy of the DGEIS is included in Attachment #8. All future phases will be initiated when large blocks of tenants and/or commercial users are identified and the market conditions warrant additional development. The specific phasing is unknown at this time.

The specific activity requiring a permit for which this application is made is the work along the bank of the Mohawk River. It is proposed to widen the Mohawk River, construct a floating dock system, and provide access to a proposed embayment along its bank. In order to minimize any adverse environmental impact, temporary sheet piles will be constructed along the edge of the Mohawk River before any earthwork begins. The bottom of the sheet piles will be constructed at elevation 202'. They are proposed to be approximately 20' in height and run the entire length of the bank where earthwork is proposed. This is approximately 3,400 linear feet. It is anticipated that sheet piles will be installed using machinery from the top of bank. No in-water work is anticipated with the installation of the sheet piles. By installing water tight sheet piles during dredging activities and dewatering the work area, it creates a barrier between the river and any earthwork being performed, thus minimizing any adverse impacts, contamination, and sediment dispersal. In addition to the use of sheet piles, a low porous fabric will be installed on the re-graded bank providing additional containment of ground water from leaching to the Mohawk River. There will also be approximately 1,650 linear feet of permanent sheet piling will be installed around the edge of the proposed embayment. The primary purpose of widening the Mohawk River is to generate excess fill material to raise the site above the 100-year floodplain elevation. Not only does this activity contribute to raising the site above the 100-year floodplain elevation, it also creates an added benefit of additional flood control capacity within the Mohawk River. Sediment sampling and analysis will be performed in accordance with the remedial activities of the Brownfield Cleanup Program on all soil intended to be used as on-site fill to ensure it meets the soil cleanup objective as required. Refer the Amended EAR located in Attachment #8: Miscellaneous, Section 2: SEQRA and other Documentation for more information. At the completion of earthwork, rip-rap, native vegetation, and trees will be installed along the revised river bank for stabilization and to eliminate any erosion from occurring. The proposed vegetation along the revised bank will act as a riparian buffer. Only after the rip-rap, vegetation, and trees have been installed and the revised bank and embayment have been stabilized will the temporary sheet piles be removed. A floating dock system that will run parallel to the bank is being proposed to accommodate larger boats that cannot safely navigate through the embayment. The floating dock will be placed so as to minimize any shading effect. Refer to the plan sheets and details located in Attachment # 6 for more information.

The NYS Canal Corporation has expressed their interest to acquire ownership of the newly submerged lands after the river is widened. The Galesi Group will coordinate directly with the NYS Canal Corporation regarding their interested in acquiring ownership of the new submerged lands after the river is widened as well as maintenance responsibilities. The Galesi Group and/or its successors will take ownership of, and maintenance responsibility for, the proposed embayment.

The drainage system for this development will drain to the embayment and will meet the New York State Department of Environmental Conservation (NYSDEC) State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001) including the NYSDEC Stormwater Management Design Manual requirements.

Category of Activity

This project consists of major construction work at 301 Nott Street. There will be no bridge work within the project limits.

The construction of this project will ultimately include building, utility, and roadway construction. Sidewalks, a multi-use path, drainage improvements, traffic controls, lighting, signage, and pavement markings will be incorporated within the project. The first phase of construction will include a multi-story hotel, an upscale riverfront apartment complex, a retail store, river widening, and an embayment. The associated roadways, drainage systems, utility services, site amenities, and landscaping are also included.

Type of Structure or Activity

The water elevation in the Mohawk River is controlled by the New York State Canal Corporation. The typical elevation during the navigation season (April 20th to November 25th) is between the mean annual non-navigation elevation, 207 (ft) NGVD 1988, and the mean annual navigation elevation, 209 (ft) NGVD 1988. This is an elevation difference of two (2) feet between the non-navigation Season and the navigation Season. According to the New York State Canal Corporation Movable Dams 4-11 Design Report by Bergmann Associates. Cut is required below the typical water elevations to widen the river and construct the opening to the embayment.

The proposed activity will require a Stream Disturbance Permit, Excavation and Fill in Navigable Waters Permit, Docks, Moorings or Platforms Permit, and a 401 Water Quality Certification from the New York State Department of Environmental Conservation. It will also require a section 404 Clean Water Act and Section 10 Rivers and Harbors Act Permits from the US Army Corps of Engineers and a State Owned Lands under Water Permit for Docks, Moorings or Platforms from the NYS Canal Corporation.

Coverage under the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001) is required for any project that cause land disturbance in excess of one acre. The construction of the proposed project will exceed this threshold. A full Stormwater Pollution Prevention Plan (SWPPP) will be prepared to minimize the potential for erosion and sedimentation during construction and to obtain coverage under the General Permit. The full SWPPP consists of erosion and sediment control plans and water quality treatment. Water quantity controls will not be required due to stormwater from the site discharging to a fifth order stream or larger as defined by the NYSDEC stream order identification process.

The project area topography is gentle with steep slopes along the bank of the Mohawk River. Refer to the plan sheets in Attachment #6 for more information.

Type of Materials, Quantities and Work Area Dimensions

There is earthwork proposed below the ordinary high water elevation. Approximately 3,400 LF of 20' high temporary sheet piling will be constructed along the bank of the Mohawk River. The bottom elevation of the sheet piling will be at elevation 202' and the top will be at approximately elevation 222'. A portion of the bank of the Mohawk River will be excavated and placed on the project site to raise it above the 100-year floodplain elevation. Rip-rap, vegetation, and trees will be placed along the revised bank for stabilization and to minimize any erosion from occurring. Lastly, a floating dock system will be installed along the revised bank parallel to the Mohawk River.

The proposed project will conform to NYSDEC Standards and Specifications for Erosion and Sediment Control. The proposed work along the banks of the Mohawk River are shown on the plan sheets in Attachment #6. The ordinary high water elevation at this location varies depending on navigation season.

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ATTACHMENT #2: ENVIRONMENTAL QUESTIONNAIRE

Below are questions from the environmental questionnaire in italicized font, numbered in the same format as the questionnaire, and followed by our responses.

General – Applicable to All Projects

1. *Explain the need for, and purpose of, the proposed work.*

   Refer to Attachment #1, Project Description and Purpose for an explanation on the need for, and purpose of the proposed work.

2. *Provide the names and addresses of property owners adjacent to your work site (if not shown on the application form or project drawings).*

   The property owner adjacent to our work site is Maxon ALCO Holdings, LLC and the address is 301 Nott Street, Schenectady, NY 12305 as shown on the application.

3. *Photographs of the project site should be submitted. For projects in tidal areas, photographs of the waterway vicinity should be taken at low tide. Using a separate copy of your plan view, indicate the location and direction of each photograph as well as the date and time at which the photograph was taken. Provide a sufficient number of photographs so as to provide a clear understanding of conditions on and proximate to your project site.*

   Refer to Attachment #7, Project Photographs, for photographs of the project site.

4. *Provide a copy of any environmental impact statement, or any other environmental report which was prepared for your project.*

   A copy of the Draft Generic Environmental Impact Statement, Final Generic Environmental Impact Statement, and Amended Environmental Assessment Report (EAR) has been included in Attachment #8, Miscellaneous, under Section 2, SEQRA and Other Documentation. Although the work along the bank of the Mohawk River and the embayment were not part of the project at the time the original EIS's were prepared, the Amended EAR has been prepared to address these specific activities.

5. *Provide a thorough discussion of alternatives to your proposal. This discussion should include, but not necessarily be limited to, the "no action" alternative and alternative(s) resulting in less disturbance to waters of the United States. For filling projects in waters of the United States, including wetlands, your alternatives discussion should demonstrate that there are no practicable alternatives to your proposed filling and that your project meets the with current mitigation policy (i.e. avoidance, minimization and compensation.*

   Refer to Attachment #4, Proposed Alternatives Considered, for a thorough discussion of alternatives to our proposal.

Dredging Projects

1. *Indicate the estimated volume of material to be dredged and the depth (below mean low water) to which dredging would occur. Would there be overdepth dredging?*

   The estimated volume of material to be dredged is 44,100 cubic yards. The depth below mean low water to which dredging would occur is 7.0'. There will not be overdepth dredging. The material to be removed will be sampled for contaminant concentrations and grain size prior to use as fill material in accordance with the remedial activities of the Brownfield Cleanup Program. Minor dredging along the edge of the Mohawk River is required for boat access to the embayment.

2. *You can apply for a ten-year permit for maintenance dredging. If you wish to apply for a ten-year permit, please provide the number of additional dredging events during the ten-year life of the permit and the amount of material to be removed during future events.*

   At this time, we do not anticipate a need for maintenance dredging during the first ten years of operation.

3. *Indicate on your drawings the dewatering area (if applicable) and disposal site for the dredged material (except landfill sites). Submit a sufficient number of photographs of the dewatering and disposal sites as applicable so as to provide a clear indication of existing conditions. For ten-year maintenance dredging permits, indicate the dewatering/disposal sites for future dredging events, if known.*

   The dewatering area and disposal site for dredged material is located on-site. It is our intent to use the dredged material as fill to raise the site above the 100-year floodplain elevation. Plan sheets and a detail of the proposed work are included in Attachment #6. Photographs of the site have been included in Attachment #7, Project Photographs.

4. *Describe the method of dredging (i.e. clamshell, dragline, etc.) and the expected duration of dredging.*

   The method of dredging is anticipated to be mechanical and involve the use of a clamshell bucket. The area to be dredged is proposed to be isolated through the use of temporary sheet piles. Dredging activities are proposed to last approximately three (3) months.

5. *Indicate the physical nature of the material to be dredged (i.e. sand, silt, clay, etc.) and provide estimated percentages of the various constituents if available. For beach nourishment projects, grain size analysis data is required.*

   The soil classification (i.e. sand, silt, clay, etc.) of the material to be dredged is not currently known at this time. However, as part of the Remedial Investigation (RI) process, it has been determined that dredged soils may be used for on-site fill. Although the RI process determined that dredged soils may be used for on-site fill, sediment testing and analysis is required to be conducted on this soil in accordance with the remedial activities of the Brownfield Cleanup program to evaluate potential impacts of dredging, dewatering, embayment excavation, and upland placement of dredged material.

6. *Describe the method of dredged material containment (i.e. hay bales, embankment, bulkhead, etc.) and whether return flow from the dewatering/disposal site would reenter any waterway. Also indicate if there would be any barge overflow.*

   Dredge material containment will be achieved through the use of watertight temporary sheet piles. Return flow from the dewatering/disposal site will not re-enter any waterway. There will not be any barge overflow. In addition to the use of sheet piles, a low porous

fabric will be installed on the re-graded bank providing additional containment of ground water from leaching to the Mohawk River.

Mooring Facilities

1. *It is generally recommended that any fixed piers and walk ramps be limited to four feet in width, and that floats be limited to eight feet in width and rest at least two feet above the waterway bottom at mean low water. Terminal floats at private, non-commercial facilities should be limited to 20 feet in length. If you do not believe your proposal can meet with these recommendations, please provide the reason(s).*

   We believe our proposal can meet the recommendations as stated above. Refer to the EZ Dock brochure included in Attachment #8 for more information regarding the proposed floating dock system.

2. *Using your plan view, show to scale the location(s), position(s) and size(s) (including length, beam and draft) of vessel(s) to be moored at the proposed facility, including those of transient vessel(s) if known.*

   It is anticipated that the mooring facility will be able to accommodate boats with lengths of approximately 30 to 40 ft. and widths of 15 to 20 ft. Refer to the plan sheets and detail of the proposed work located in Attachment #6.

3. *For commercial mooring sites such as marinas, indicate the capacity of the facility and indicate on the plan view the location(s) of any proposed fueling and/or sewage pumpout facilities. If pumpout facilities are not planned, please discuss the rationale below and indicate the distance to the nearest available pumpout station.*

   The proposed activity requiring a permit is not a commercial mooring site.

4. *Indicate on your plan view the distance to adjacent marine structures, if any are proximate and show the locations and dimensions of such structures.*

   There are no proximate adjacent marine structures.

5. *Discuss the need for wave protection at the proposed facility. Please be advised that if a permit is issued you would be required to recognize that the mooring facility may be subject to wave action from wakes of passing vessels, whose operations would not be required to be modified. Issuance of a permit would not relieve you of ensuring the integrity of the authorized structure(s) and the United States would not be held responsible for damages to the structure(s) and vessel(s) moored thereto from wakes from passing vessels.*

   No significant waves are anticipated due to the low speed limit along the Mohawk River.

Bulkheading/Bank Stabilization/Filling Activities

1. *Indicate the total volume of fill (including backfill behind a structure such as a bulkhead) as well as the volume of fill to be placed into waters of the United States. The amount of fill in waters of the United States can be determined by calculating the amount of fill to be placed below the plane of spring high tide in tidal areas and below ordinary high water in non-tidal areas.*

   There is no proposed fill to be placed into waters of the United States although approximately 11,500 cubic yards of rip-rap will be placed along the revised bank of the Mohawk River for stabilization.

2. *Indicate the source(s) and type(s) of fill material.*

   There is no proposed fill to be placed into waters of the United States although approximately 11,500 cubic yards of rip-rap will be placed along the revised bank of the Mohawk River for stabilization.

3. *Indicate the method of fill placement (i.e. by hand, bulldozer, crane, etc.). Would any temporary fills be required in waterways or wetlands to provide access for construction equipment? If so, please indicate the area of such waters and/or wetlands to be filled, and show on the plan and sectional views.*

   There is no proposed fill to be placed into waters of the United States although approximately 11,500 cubic yards of rip-rap will be placed along the revised bank of the Mohawk River for stabilization.

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ATTACHMENT #3: ADDITIONAL PERMITS REQUIRED

- City of Schenectady Site Plan Approval
- NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001)
- NYSDEC Region 4 Division of Water – LID Approval
- City of Schenectady SWPPP/MS4 Approval
- City of Schenectady Approval for disturbance of more than 5 Acres at a time
- NYSDOT Approval
- NYS Canal Corporation Canal Permit
- NYS Canal Corporation Canal Work Permit
- NYS Canal Corporation Real Estate Permit
- City of Schenectady Floodplain Development Permit

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ATTACHMENT #4: PROPOSED ALTERNATIVES CONSIDERED

A no-build alternative was considered for this project. This was not considered the best option as it would mean abandoning a contaminated site. The project area has documented environmental conditions that have been or are currently under programs overseen by the NYSDEC for remediation. The proposed redevelopment will be accomplished by working closely with NYSDEC under the Brownfields Program. This approach is similar or the same as that used to redevelop other former ALCO sites in the City of Schenectady. Therefore, this project creates a cleaner environment for the site and surrounding areas by cleaning up a brownfield site.

Another alternative solution would have required the construction of significant areas of lagoons excavated throughout the development to a depth of 209 feet and with enough capacity to generate approximately 200,000 cubic yards of fill to raise the site above the 100-year floodplain elevation. This would have rendered the site undevelopable due to the large amount of usable land that would be occupied by the lagoons.

A last alternative considered was to import the necessary fill to raise the site above the 100-year floodplain elevation. This would cause an adverse impact to the environment due to the extraordinary number of trucks and construction vehicles entering and exiting the site throughout the process. There would be an adverse impact to the traffic, air quality (emissions), and energy consumption. Not only does this cause an adverse impact to the environment, it would also add considerable expense to the project that would make it impracticable to construct.

In the proposed condition, watertight temporary sheet piling is proposed to eliminate any impacts that may be associated with dredging, shoreline armoring, and re-suspension/re-distribution of contaminated sediment by separating the proposed work from the surface waters of the Mohawk River. Sheet piling will not be removed until stabilization is achieved along the re-graded bank of the Mohawk River and the embayment. In addition to the use of sheet piles, a low porous fabric will be installed on the re-graded bank providing additional containment of ground water from leaching to the Mohawk River.

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ATTACHMENT #5: ENVIRONMENTAL INFORMATION

State Environmental Quality Review Act (SEQRA)

This project has been evaluated in accordance with Article 8 (State Environmental Quality Review Act – SEQRA) of the Environmental Conservation Law and 6 NYCRR Part 617. The Schenectady Metroplex Development Authority is the Lead Agency for this project. The SEQR Findings Statement (Attachment #8) has been used to document the potential for environmental impacts under SEQRA. This action, with applicable mitigation measures, has been determined to have no significant effect on the environment based on the Draft Generic Environmental Impact Statement (DGEIS), Final Generic Environmental Impact Statement (FGEIS), and SEQRA Finding Statement. The Mohawk River widening and embayment were not included in the original EIS's. An amended EAR addressing the proposed work along the bank of the Mohawk River and the embayment has been prepared and submitted to all applicable agencies. A copy of this report is also included in Attachment #8. The SEQRA determination previously mentioned will be revisited to evaluate the impacts that may result from the additional work.

There are no significant environmental impacts associated with this project. The following is a summary of the relevant environmental issues:

General Ecology and Wildlife

The NYSDEC Natural Heritage Program (NHP) was contacted regarding the presence of rare, threatened or endangered species. They indicated in a letter dated, June 1, 2009 that they have no records of threatened or endangered species within the study area.

The in-water slope along the bank of the Mohawk River in the vicinity of the project site is very steep and not likely to support vegetative growth. Eric Redding of Bergmann Associates conducted a site visit and did not find any visual evidence of submerged aquatic vegetation in the area of proposed work (Refer to Photo's #9 and #11 in Attachment #7, Project Photographs). The bathymetry is such that vegetation is unlikely to exist.

Surface Waters

The project area lies within the Mohawk River Drainage Basin. The project lies generally southeast of the Mohawk River. The project crosses no waterways and will have negligible impact on surface waters (Mohawk River).

A report prepared by Hershberg & Hershberg entitled “Stormwater Practice Feasibility Study Report”, last revised in February 2014, indicates that the existing site drainage pattern runs generally from east to west and is tributary to the Mohawk River. The river forms the western boundary of the site. The existing on-site collection system of catch basins, culverts, and storm sewers will be abandoned or relocated. College Creek runs through the site and will be reused.

The proposed drainage stormwater system will include approximately one hundred (100) Filterra® closed biofiltration systems of various sizes with trees or shrubs to treat the entire water quality volume on-site. Each unit will be capable of storing 1,165 CF of water prior to overflowing. Holding structures will also be adapted to retain stormwater and discharge it through the system. The overflow of the system will discharge at the east end of the embayment. The relocated storm sewer will be combined with the proposed road drainage system and be treated by twenty-one (21) Filterra® closed biofiltration systems prior to discharging into the end of the embayment. This will provide flushing of the embayment during major storm events. Refer to the stormwater report in Appendix F and the proposed stormwater plans in Appendix C of the Amended EAR for more information.

Temporary watertight sheet piling will be installed along the entire bank of the Mohawk River where work is proposed to reduce any impacts associated with dredging, shoreline work, and the excavation of the embayment to the maximum extent possible. The impacts associated with this type of work is negligible. Sheet piling separates the proposed work from the river surface waters to eliminate any re-suspension/dispersion of contaminants in dredged sediments. Permanent sheet piles are proposed around the edge of the embayment. Refer to the Amended EAR for more information.

Analysis of thermal discharges to cold water fisheries was not performed since the project drainage does not discharge to a coldwater fishery.

The primary soil in the project area is cut and fill land. This soil covers a majority of the entire of the project. This project does not involve any stream crossings, greatly reducing the potential for erosion and sedimentation during construction.

Although reaches of the Mohawk River are listed on the Nationwide River Inventory, website mapping (http://www.nps.gov/ncrc/programs/rtca/nri/)

indicates that the portion of it that flows adjacent to the project site is not included.

Wetlands

According to wetland mapping provided by the US Fish and Wildlife Service National Wetlands Inventory, a freshwater emergent wetland exists in the northern portion of the project site. As noted in the attached DGEIS, a field investigation of the site has concluded that this wetland is not present. Mapping provided by the NYSDEC (see NYSDEC Environmental Resource Map in Attachment #6) indicates that there are no NYSDEC Freshwater Wetlands or wetland checkzones in the vicinity of the project. Therefore, there are no wetlands within the project site.

Groundwater Quality

This project is not located within the limits of a designated U. S. Environmental Protection Agency Sole Source Aquifer. Therefore, no further processing is required under the Safe Drinking Water Act of 1974.

Floodplains

According to the FEMA Flood Insurance Rate Maps (FIRM) Panel No. 360741 0002 B (Attachment #8) for the City of Schenectady dated September 30, 1983, a majority of the project area lies within the 100-year floodplain and part of it lies between the 100-year floodplain and the 500-year floodplain. It is planned to place fill on the entire site to bring the grade above the 100-year floodplain elevation.

Navigable Waterways

The Mohawk River is adjacent to the project site and is listed as a United States Army Corps of Engineers (USACE) and NYSDEC navigable waterway.

Historical and Cultural Resources

The NYS Office of Parks, Recreation, and Historic Preservation (OPRHP), which serves as the State Historic Preservation Officer (SHPO), has reviewed the original project in accordance with Section 106 of the National Historic Preservation Act of 1966. The OPRHP has indicated that documentation through a photographic survey of the structures is an appropriate mitigation for impacts to historic structures. A Letter of Resolution is included in Attachment #8 of this Permit Application. Although the embayment was not part of the original project, it does not affect any previous determinations.

Critical Environmental Areas

This site in not in a critical environmental area designated in the City of Schenectady, Schenectady County.

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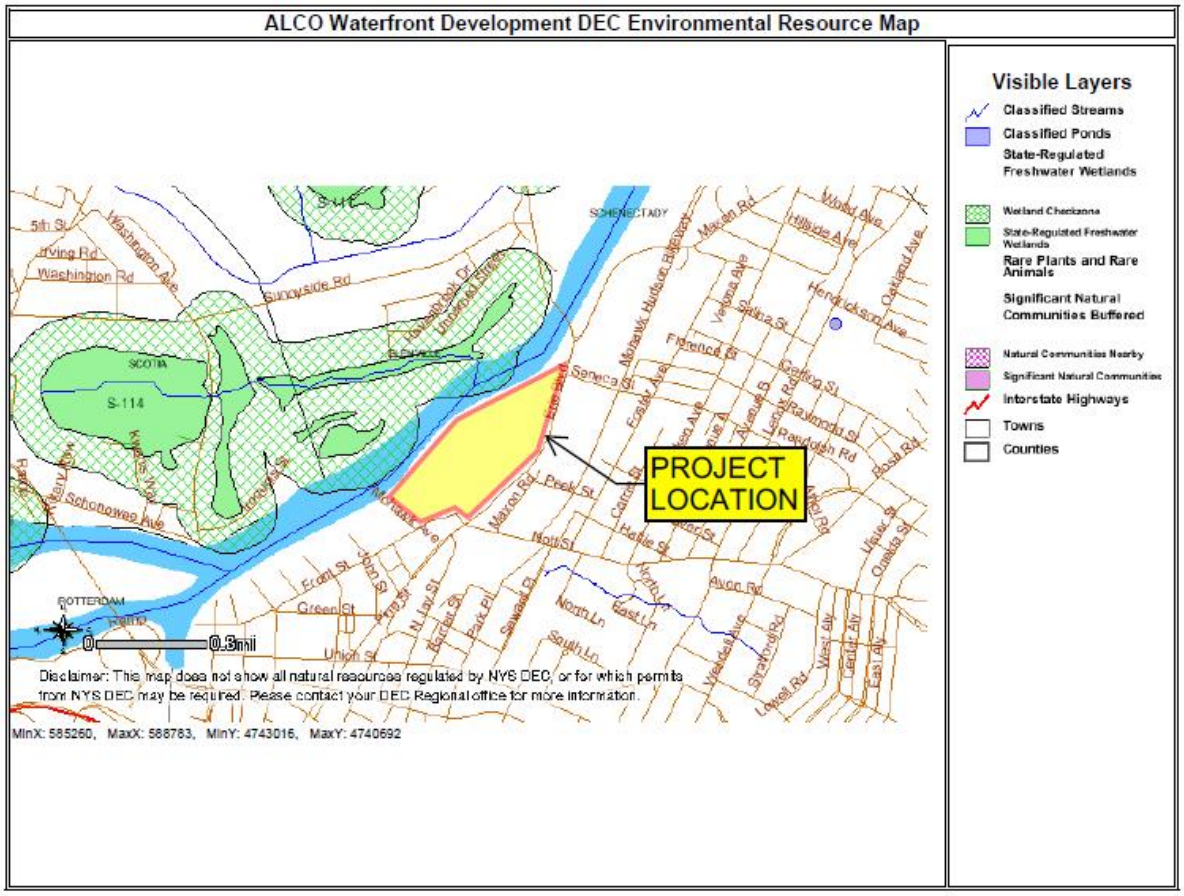
ATTACHMENT #6: MAPS AND PLAN SHEETS

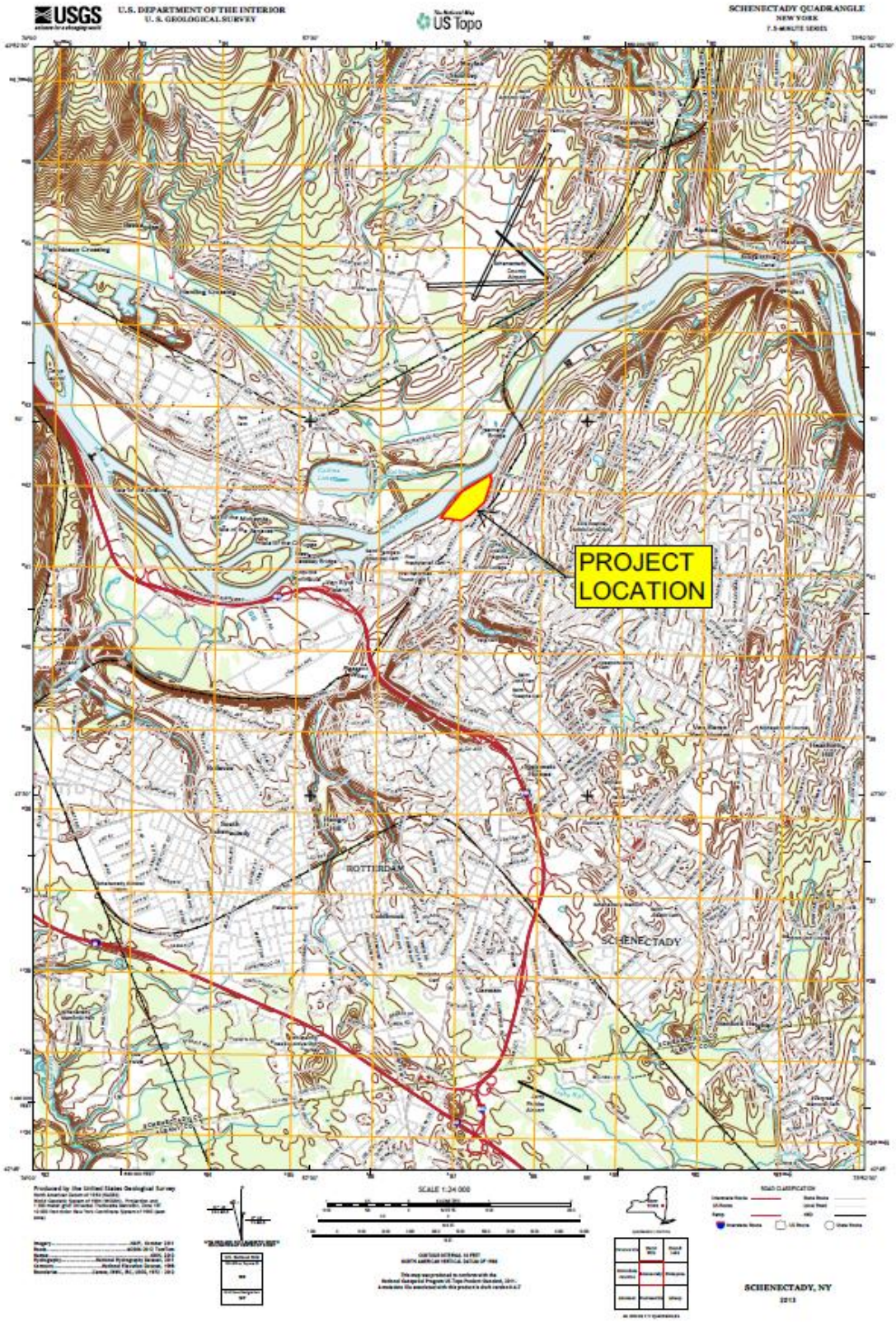
- NYSDEC ENVIRONMENTAL RESOURCE MAP
- USGS TOPOGRAPHIC MAP
- PLAN SHEETS:

Drawing Number	Title
A	SCHEDULE OF DRAWINGS
A1	SITE PLAN
A2	SITE PLAN
A3	SITE PLAN
A4	SITE PLAN
A5	SITE PLAN
RR	TYPICAL RIPRAP SLOPE PROTECTION DETAIL
PP	PLANT POCKET DETAIL
PD	PLANTING DETAIL

NYSDEC ENVIRONMENTAL RESOURCE MAP

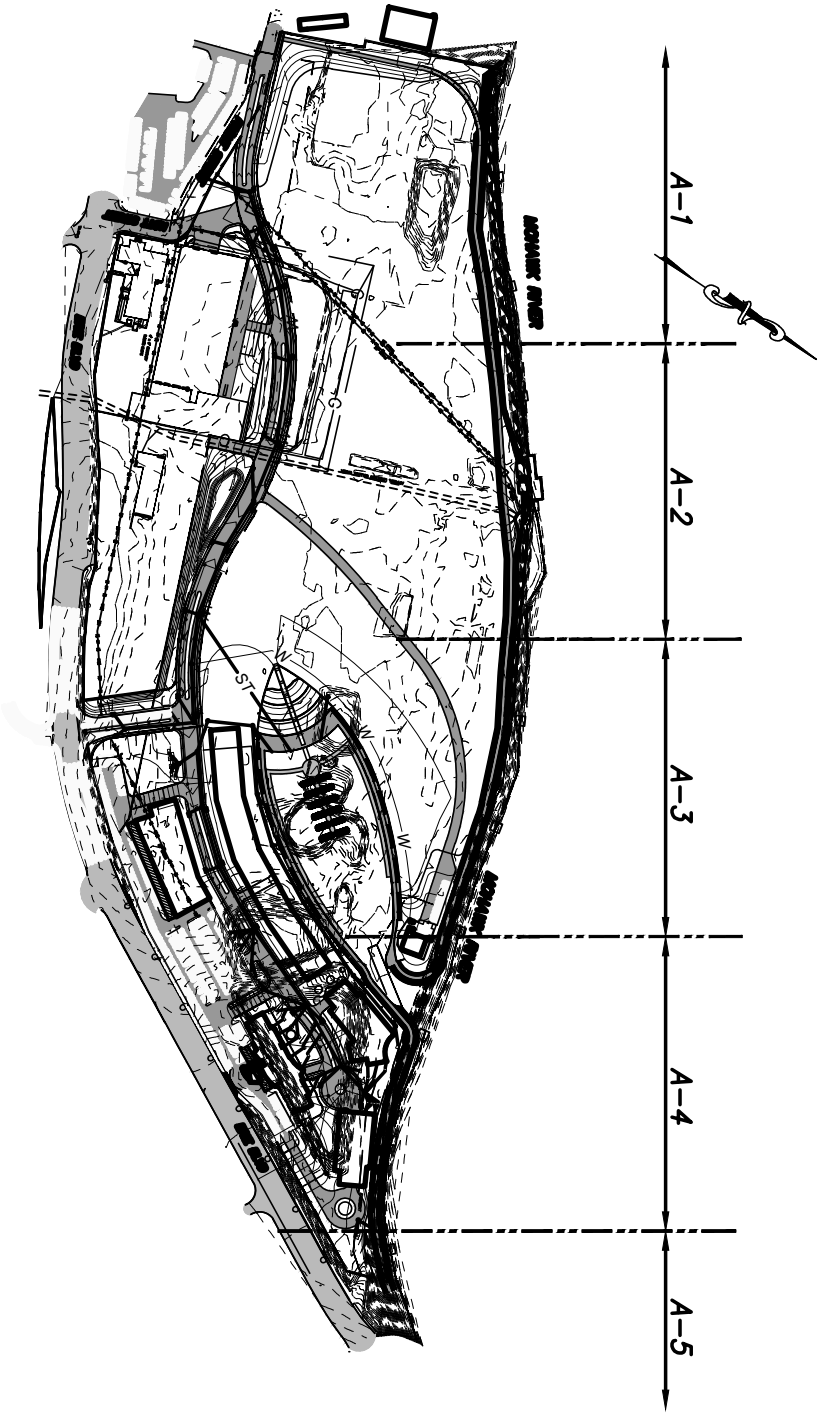


USGS TOPOGRAPHIC MAP
SCHENECTADY QUADRANGLE



SCHEDULE OF DRAWINGS

SHEET	A-1
SHEET	A-2
SHEET	A-3
SHEET	A-4
SHEET	A-5



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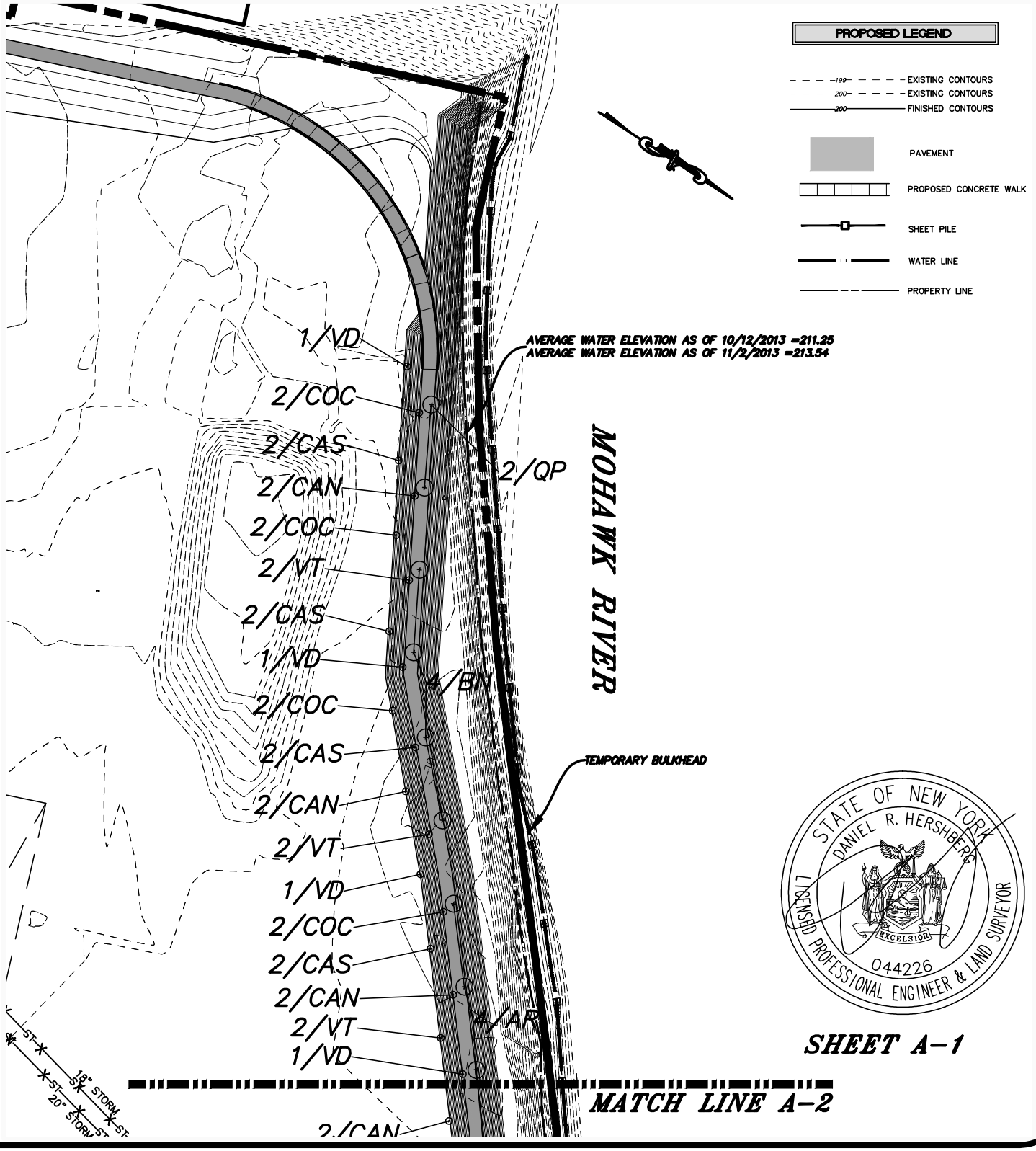
MOHAWK RIVER BANK FOR ALCO SITE, MAXON ROAD CITY OF SCHENECTADY COUNTY OF SCHENECTADY STATE OF NEW YORK

REVISIONS: *2-24-2014, 3-3-2014, 3-17-2014*

DATE: 12/4/2013 | SCALE: 1"=500' | BY: SMcC | CHK: DRH | MAP No.: 2012-0158-A



SHEET A-1

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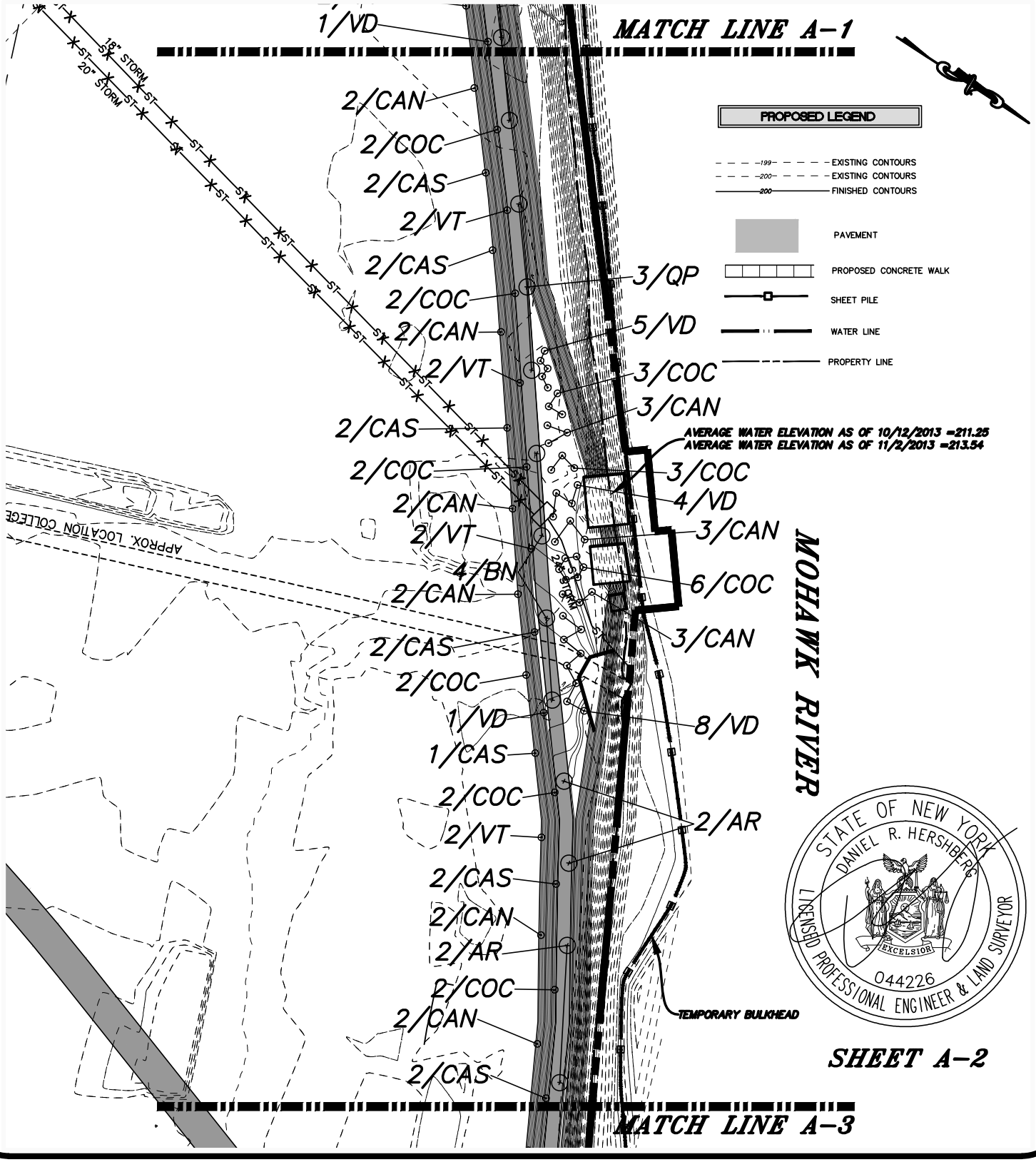
MOHAWK RIVER BANK FOR ALCO SITE, MAXON ROAD CITY OF SCHENECTADY COUNTY OF SCHENECTADY STATE OF NEW YORK

REVISIONS: 2-24-2014, 3-3-2014, 3-17-2014

DATE: 12/4/2013 | SCALE: 1"=100' | BY: SMcC | CHK: DRH | MAP No.: 2012-0158-A1



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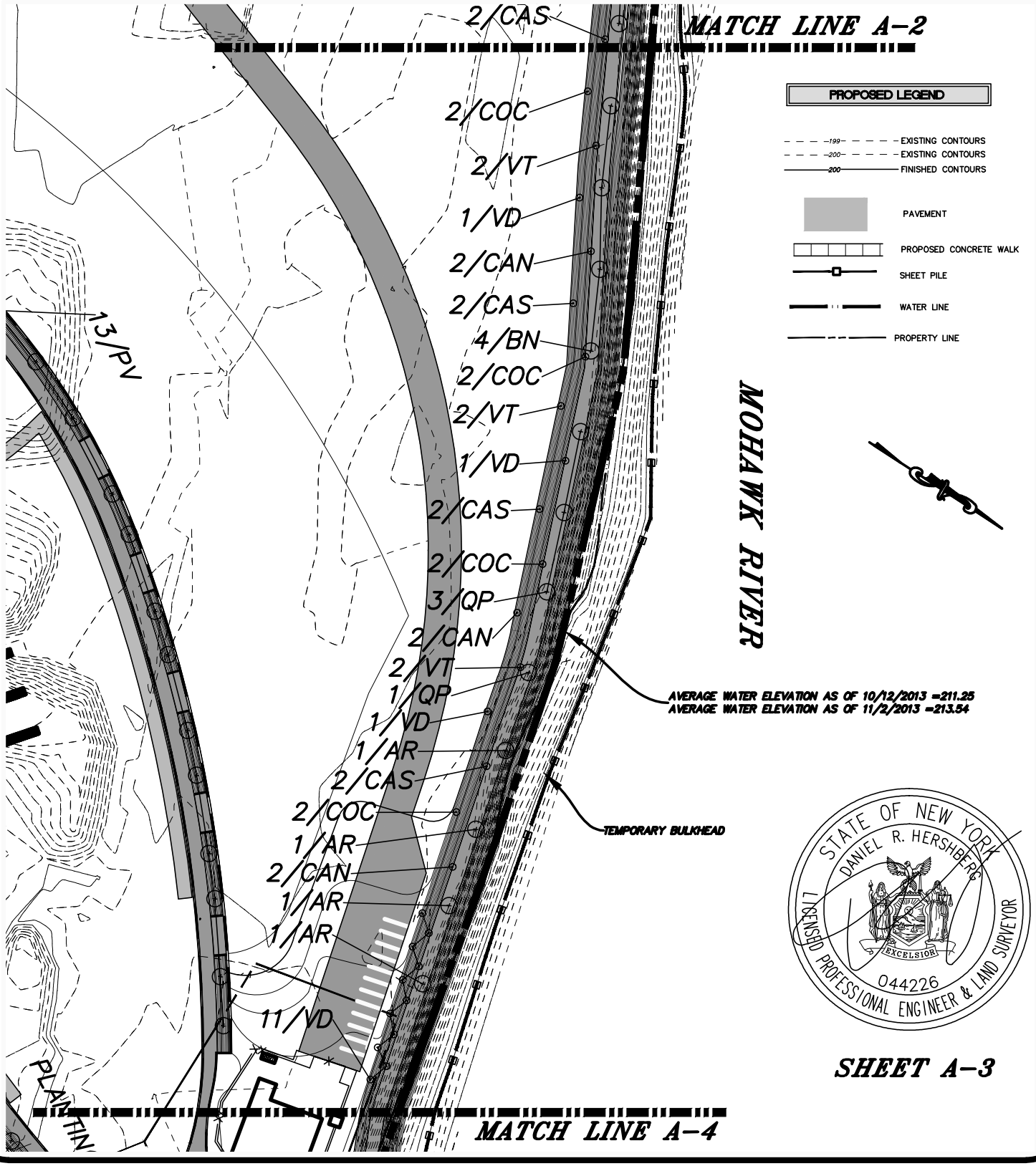
18 Locust Street
Albany, New York 12203

MOHAWK RIVER BANK FOR ALCO SITE, MAXON ROAD CITY OF SCHENECTADY COUNTY OF SCHENECTADY STATE OF NEW YORK

REVISIONS: *2-24-2014, 3-3-2014, 3-17-2014*

DATE: **12/4/2013** | SCALE: **1"=100'** | BY: **SMcC** | CHK: **DRH** | MAP No.: **2012-0158-A2**



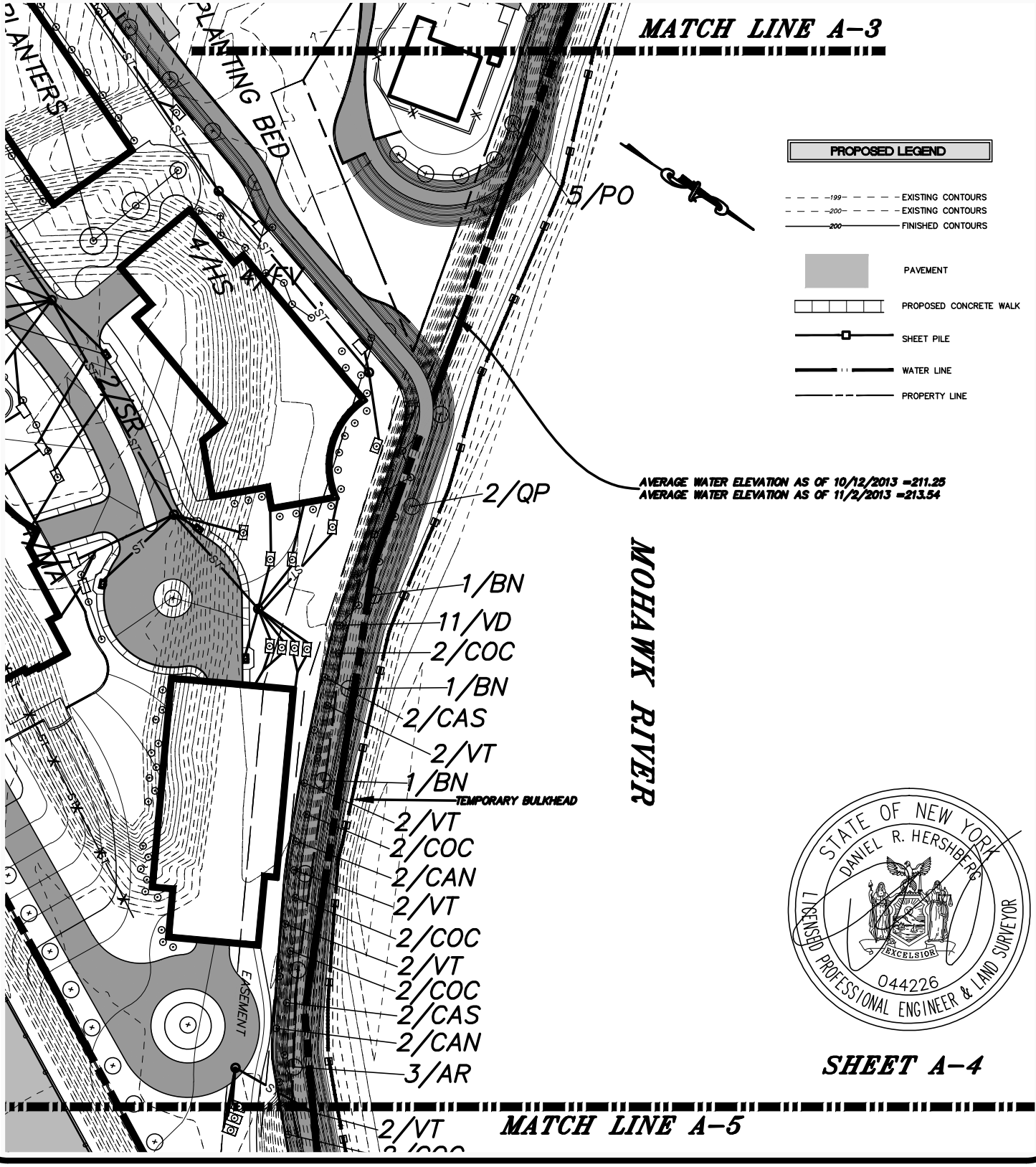
SHEET A-3

HERSHBERG & HERSHBERG
Consulting Engineers and Land Surveyors
18 Locust Street
Albany, New York 12203

MOHAWK RIVER BANK FOR ALCO SITE, MAXON ROAD CITY OF SCHENECTADY COUNTY OF SCHENECTADY STATE OF NEW YORK

REVISIONS: 2-24-2014, 3-3-2014, 3-17-2014

DATE: 12/4/2013 | SCALE: 1"=100' | BY: SMcC | CHK: DRH | MAP No.: 2012-0158-A3



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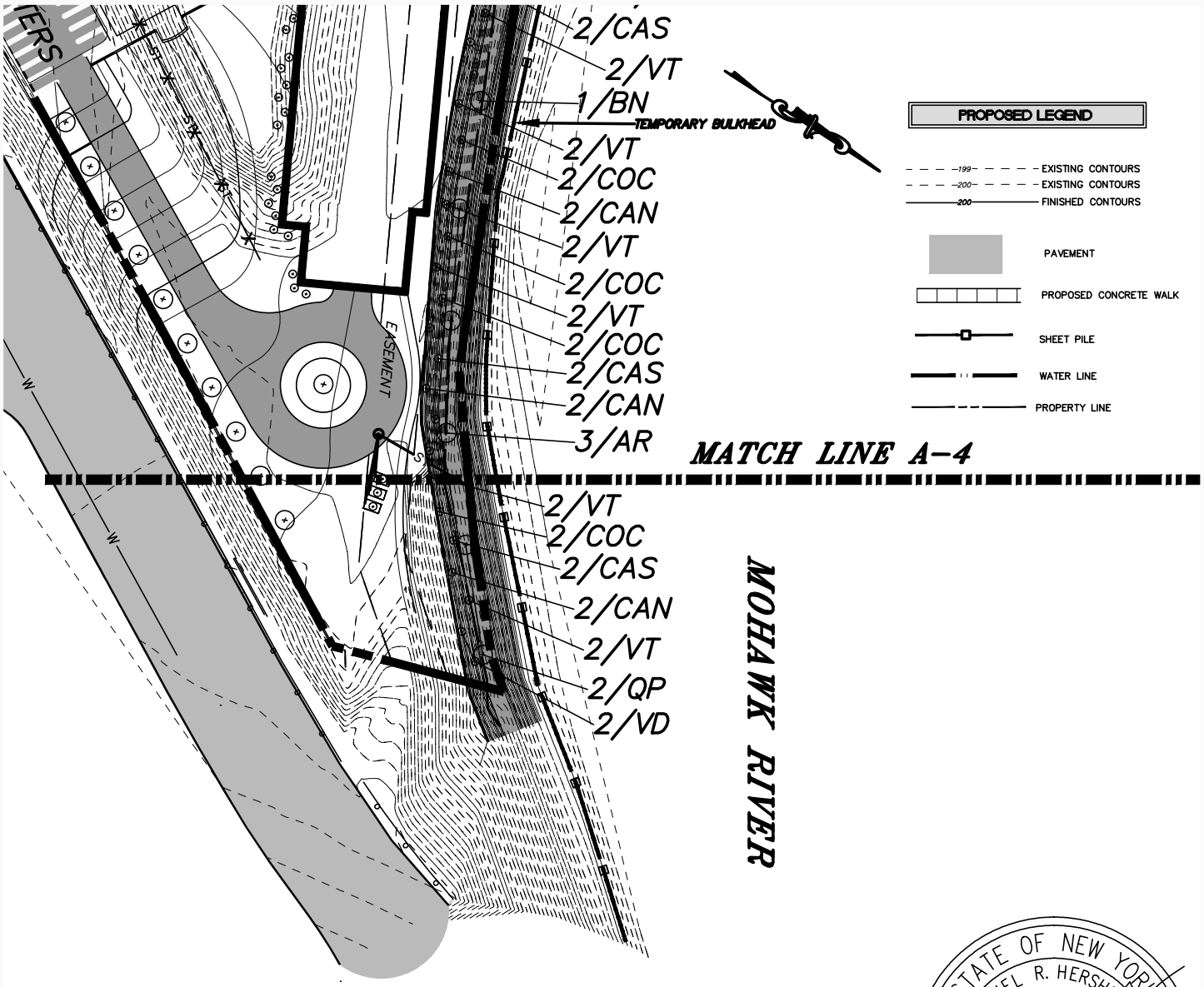
MOHAWK RIVER BANK FOR ALCO SITE, MAXON ROAD CITY OF SCHENECTADY COUNTY OF SCHENECTADY STATE OF NEW YORK

REVISIONS: 2-24-2014, 3-3-2014, 3-17-2014

DATE: 12/4/2013 | SCALE: 1"=100' | BY: SMcC | CHK: DRH | MAP No.: 2012-0158-A4



STATE OF NEW YORK
DANIEL R. HERSHBERG
LICENSED PROFESSIONAL ENGINEER & LAND SURVEYOR
EXCELSIOR
044226

SHEET A-5

HERSHBERG & HERSHBERG

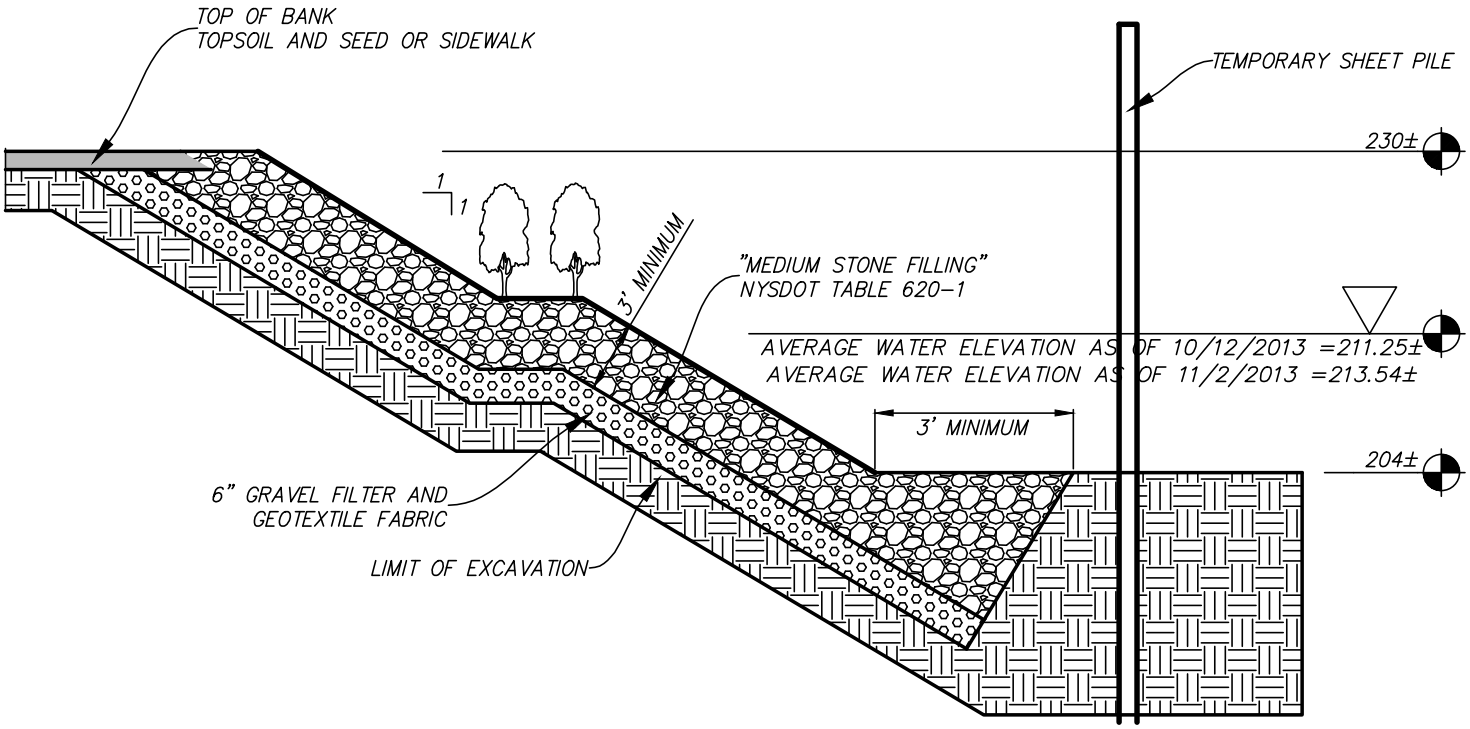
Consulting Engineers and Land Surveyors

18 Locust Street
Albany, New York 12203

MOHAWK RIVER BANK FOR ALCO SITE, MAXON ROAD CITY OF SCHENECTADY COUNTY OF SCHENECTADY STATE OF NEW YORK

REVISIONS: *2-24-2014, 3-3-2014, 3-17-2014*

DATE: 12/4/2013	SCALE: 1"=100'	BY: SMcC	CHK: DRH	MAP No.: 2012-0158-A5



TYPICAL RIPRAP SLOPE PROTECTION DETAIL

NOT TO SCALE

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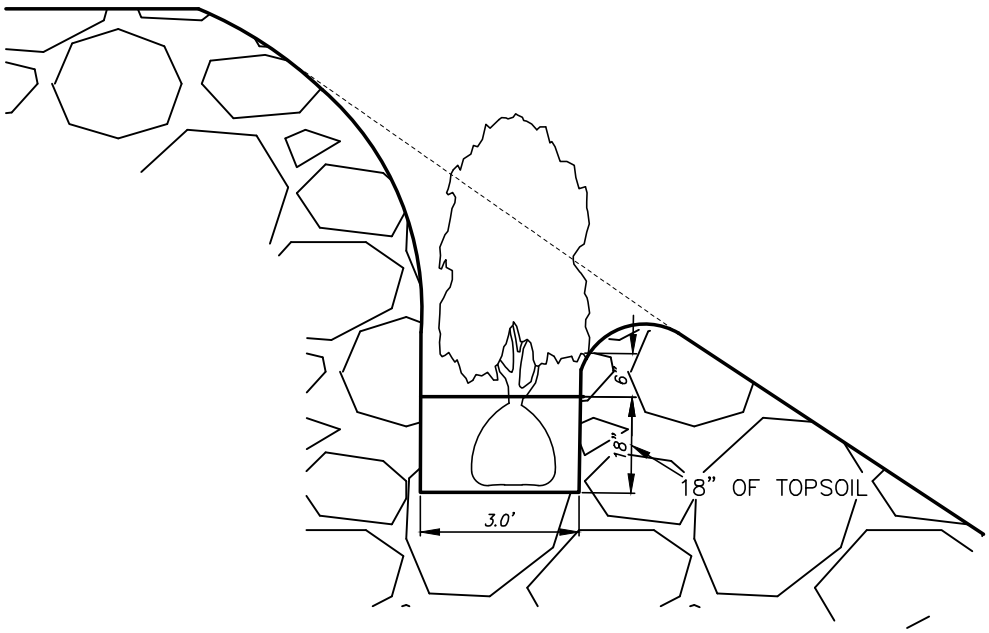
Consulting Engineers and Land Surveyors
18 Locust Street
Albany, New York 12203

TYPICAL RIPRAP SLOPE PROTECTION DETAIL

REVISIONS: 3-17-2014

DATE: 12/4/2013 | SCALE: NOT TO SCALE | BY: SMcC | CHK: DRH | MAP No.: 2012-0158-RR



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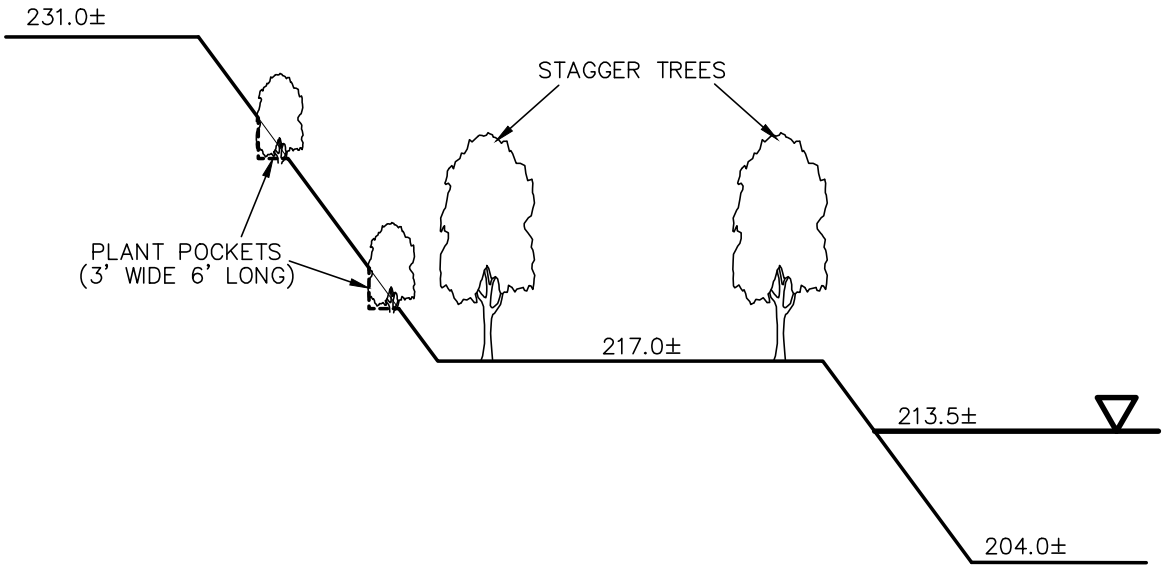
Consulting Engineers and Land Surveyors
18 Locust Street
Albany, New York 12203

PLANT POCKET DETAIL

REVISIONS: *3-17-2014*

DATE: **12/4/2013** | SCALE: **NOT TO SCALE** | BY: **SMcC** | CHK: **DRH** | MAP No.: **2012-0158-PP**



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Consulting Engineers and Land Surveyors
18 Locust Street
Albany, New York 12203

PLANTING DETAIL

REVISIONS: *3-17-2014*

DATE: **12/4/2013** | SCALE: **NOT TO SCALE** | BY: **SMcC** | CHK: **DRH** | MAP No.: **2012-0158-PD**

ALCO Waterfront Development
Former ALCO Site
301 Nott Street
City of Schenectady, Schenectady County

INDIVIDUAL APPLICATION FOR PERMIT

ATTACHMENT #8: MISCELLANEOUS

SECTION 1: SELECTED AGENCY CORRESPONDENCE

DATE	FROM	TO	SUBJECT
June 14, 2007	NYSDEC New York Natural Heritage Program	Clough Harbour Associates	Rare or state-listed animals or plants, significant natural communities, or other significant habitats
June 1, 2009	NYSDEC New York Natural Heritage Program	Clough Harbour Associates	Rare or state-listed animals or plants, significant natural communities, or other significant habitats
Feb. 1, 2010	NYS Office of Parks, Recreation, and Historic Preservation	City of Schenectady Zoning Officer	ESDC/RESTORE III
Dec. 13, 2013	NYSDEC Office of Environmental Quality, Region 4	Maxon ALCO Holdings, LLC	Supplemental Remedial Investigation Report Comments and Approval

SECTION 2: SEQRA AND OTHER DOCUMENTATION

- Draft Generic Environmental Impact Statement (DGEIS)
- Final Generic Environmental Impact Statement (FGEIS)
- Amended Environmental Assessment Report (EAR)
- State Environmental Quality Review Findings Statement
- Schenectady Metroplex Development Authority Resolution 623-10
- Schenectady Metroplex Development Authority Resolution 639-10
- Firm Map Panel No. 360741 0002 B
- EZ Dock Brochure
- NYSOPRHP Letter of Resolution

SECTION 1:

SELECTED AGENCY CORRESPONDENCE

New York State Department of Environmental Conservation
Office of Environmental Quality, Region 4
1130 North Westcott Road, Schenectady, New York 12306-2014
Phone: (518) 357-2045 • FAX: (518) 357-2398
Website: www.dec.ny.gov

Joe Martens
Commissioner

December 13, 2013

Maxon ALCO Holdings, LLC
Attn: David Buicko
695 Rotterdam Industrial Park
Schenectady, NY 12306

Re: ALCO-Maxon, BCP Sites C447042, C447043, C447044
Supplemental Remedial Investigation Report Comments and Approval

Dear Mr. Buicko:

Following review of the Supplemental Remedial Investigation (RI) Report for the ALCO-Maxon Parcel A (C447042), Parcel B (C447043) and Parcel C (C447044), the New York State Department of Environmental Conservation (NYSDEC) and the New York State Department of Health (NYSDOH) has these comments:

General Comment which applies to all three Parcels:

Roughly eighteen (18) acres, of the 57.19 acres (total area of Parcels A + B + C), are building foundations and slabs. To the best of their ability, the volunteer and its consultants have done the investigation work (i.e. borings and test pits), requested by the NYSDEC to determine possible contamination under these structures. The NYSDEC is satisfied by the efforts in the RI and the Supplemental RI, however, this does not limit the volunteer's liability to remediate potential areas of concern (vaults, tanks, chases, drainage piping containing contaminated soil and/or liquids) that become exposed as a result of Parcel development; such as breaking up and removal of building foundations and slabs (i.e. excavation for the planned marina).

Parcel A

Groundwater in Parcel A – Light Non-Aqueous Phase Liquid (LNAPL)
For the LNAPL found at MW 45, the work completed – installation of three monitoring wells and continued removal of product was satisfactory. The NYSDEC looks forward to reviewing the remedial work proposal for area of concern (AOC) 1B (refer to enclosure Figure 1).

Parcel B

1) Building 306 Geoprobe Investigation

The additional subsurface investigation, by installing three monitoring wells in the parking lot between Building 306 and former Building 320, satisfactorily assessed the groundwater conditions in this area of the site. The NYSDEC agrees that no further investigation work or remedial action is necessary.

2) Geophysical Survey Results – In Parcel B, Areas 2, and 6

a. GPR Area 2 - The inspection located two vaults in Area 2. The action to deal with these vaults is expected in the remedial work proposal. No further investigation is necessary.

b. GPR Area 6 – The inspection found a foundation wall with rebar that may have housed a tank in the past. No further investigation work or remedial action is necessary.

3) SVI - Building 308 Geoprobe Investigation
As a result of physical inspection on 9/06/13, the NYSDEC is satisfied that the trench system located within former Building 308 foundation has been filled. No further investigation work is necessary.

Parcel C

1) Building 332 Geoprobe Investigation
The work done in the Supplemental RI - additional subsurface investigation (ten (10) geoprobe borings) downgradient of former Building 332 for the LNAPL being collected by skimmer at MW 36c, was satisfactory. LNAPL was located five feet northwest of MW 36c. No further investigation work is necessary. The NYSDEC looks forward to review the remedial work proposal for AOC 1A.

2) Geophysical Survey Results
GPR Area 8, located next to former Building 332 in the southeast corner, has confirmed underground storage tanks (USTs) with visible fill ports. No further investigation work is necessary. The NYSDEC has been informed that the excavation and removal of the USTs will be addressed as an IRM.

3) Chlorinated Solvent Plume from MW-19 to MW-25D
The work done in the Supplemental RI - advancement of eight (8) membrane interface probes (MIP) borings in the area of MW-19 was satisfactory, as the consultant, for the volunteer, was able to conclude that this area is the source of the volatile organic compound (VOC) groundwater contamination. No further investigation is necessary. Source removal and remediation (treatment alternatives) of the VOC solvent plume is expected in the RWP/AAR for AOC 2.

4) Soil Vapor Investigation (SVI) Sampling for Buildings 300, 306 and 330
Prior to the SVI sampling, the NYSDEC approved (03/04/13) an Addendum to the Supplemental RI Work Plan which included an alternative procedure to set the number and location of SVI sampling points requested in Buildings 300, 306 and 330. Building

300 was subsequently dropped from the SVI due to an extensive mold issue in the building's basement. This building is now schedule for demolition.

The NYSDEC approved (06/26/13) a SVI Sampling Plan for the Buildings 306 and 330. The installation of sub-slab soil vapor points in Building 306 was done on 7/18/13 and 7/30/13. The sub-slab soil vapor points in Building 330 were installed on 8/01/13. The sub-slab and indoor air sampling was completed in Building 330 on 8/06/13 and in Building 306 on 8/07/13.

The Trichloroethene (TCE) results for Building 330 indicate that mitigation is the recommended response. Since Building 330, (a paint shop for STS Steel), is open to the outdoors and is not occupied on a routine basis, mitigation of Building 330 in its current state of use is not necessary at this time. If the use of this building changes to a higher level of occupancy, soil vapor intrusion will need to be evaluated or the building will need to be mitigated prior to occupation. No further investigation is necessary.

The TCE results for Building 306 also indicated that mitigation is the recommended response. The volunteer was informed on 11/21/13 to ask the building tenants about their use of TCE in their operations. The response from the tenants (received 12/12/13) was that TCE was not used in their operations. The volunteer was informed on 12/12/13 that mitigation measures need to be put in place for Building 306. No further investigation is necessary.

The 08/23/12 Remedial Investigation (RI) Report and the 10/14/13 Supplemental RI Report provide a comprehensive description of the nature and extent of contamination in all media at ALCO-Maxon Parcel A (C447042), Parcel B (C447043) and Parcel C (C447044) . The NYSDEC and the NYSDOH thereby approve these RI Reports. The 8/23/12 RI Report and 10/14/13 Supplemental RI Report, with all comment letters and this approval letter, are to be made available at the BCP Project Repository (Schenectady County Public Library, 99 Clinton Street, Schenectady) by 12/31/2013. This office requests to be notified when the documents have been added to the Repository.

Please contact me at (518) 357-2390, or by email at jrstrang@gw.dec.state.ny.us with any questions.

Sincerely,

John R Strang

John R. Strang, P.E.
Environmental Engineer 2
Division of Environmental Remediation
Region 4

Enclosure

ec: S. Luciano, Galesi

P. Fallati, Galesi
S. Porter, Galesi
D. Sommer, Esq., Young, Sommer, LLC
A. Barber, Barton & Loguidice
J. Struble, USEPA
D. Ripstein, NYSDOH
A. DeMarco, NYSDOH
A. Suflita, SCHD
R. Swider, CDR
B. Conlon, NYSDEC
R. Ostrov, NYSDEC
R. Cozzy, NYSDEC
R. Quail, NYSDEC – FWMR
C. Gosier, FWMR
J. Quinn, NYSDEC

letter.C447042.2013-12-13.DEC-DOH_SuppleRI_report_comments_approval

SECTION 2:

SEQRA AND OTHER DOCUMENTATION

LETTER OF RESOLUTION
Among
The New York State
Office of Parks, Recreation and Historic Preservation,
Empire State Development Corporation,
the City of Schenectady,
and Maxon Alco Holdings, LLC
Regarding the Proposed Demolition Former ALCO Industrial Complex
09PR02684

WHEREAS, the New York State Urban Development Corporation doing business as the Empire State Development Corporation ("ESDC") has awarded a RESTORE NY Grant to the: City of Schenectady ("the City") for the redevelopment of the former ALCO industrial complex ("Project Site"), Schenectady, New York, and;

WHEREAS, the Project Site has been determined to be eligible for inclusion in the New York State and National Registers of Historic Places for its industrial significance as the nation's leading locomotive manufacturing facility with its origins in the 1840s and continuing into the mid 20th century, and;

WHEREAS, it has been determined that the Project Site, both its buildings and ground contain environmental contamination, including asbestos and lead, volatile organic compounds (VOC), non-aqueous phase petroleum products, trace amounts of PCBs, Polycyclic Aromatic Hydrocarbon (PAH) contaminants and semi-volatile compounds (SVOC) containing materials, and;

WHEREAS, it has been determined that due to the level and wide spread nature of the site contamination that any potential adaptive reuse of any of the existing structures (or future new structures) will require the use of a sub-slab depressurization system, and;

WHEREAS, retrofitting the existing industrial buildings with such a mitigation and abatement system is not feasible or prudent, and;

WHEREAS, the project's proposed Remedial Measures will begin with remedial actions to address certain environmental contaminant conditions along with the controlled demolition of the structures, which will help facilitate the subsequent implementation of measures to address inaccessible contaminant conditions and permit better accessibility for remediation, and;

WHEREAS, consultation has taken place with the Office of Parks, Recreation and Historic Preservation (OPRHP) under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law to assess the impact of this project on historic resources, and;

WHEREAS, the OPRHP, ESDC, the City of Schenectady, and Maxon Alco Holdings, LLC upon consideration of the historic significance of the ALCO facility and the threats it presents to public health and safety, have concurred that the entire complex may be demolished, and;

NOW, THEREFORE, in accordance with the New York State Parks, Recreation and Historic Preservation Law, the OPRHP, ESDC, the City of Schenectady, and Maxon Alco Holdings, LLC agree that the project will result in an adverse impact to the National Register eligible industrial complex, but may proceed subject to the following Stipulations:

STIPULATIONS:

1. The ALCO Facility shall be documented with photographs prior to site demolition. The documentation shall depict the current conditions of the facility and be suitable for inclusion in current historic retrospectives of the city's industrial heritage. An appropriate local repository of the documentation shall be secured by the City of Schenectady. A second copy of the images shall be provided to the New York State Museum or Archives. A narrative regarding the images shall accompany both sets.

2. A payment of $5,000 will be provided to the Schenectady museum over the course of 2 years (2010 and 2011) to off set the costs of program/exhibit development associated with the ALCO site and the history of locomotive production in the City of Schenectady.

3. Non contaminated architectural salvage such as bluestone or decorative elements should be stored on site and evaluated for reuse in any redevelopment of the site.

4. As part of any future remediation/redevelopment plan any excavation work that will reach below the current fill levels and impact original soils will be reviewed by the NYS OPRHP FSB to determine if archaeological testing is appropriate. It is agreed that utility work will, if practicable, utilize existing areas of prior disturbance or use methods to minimize disturbance. The installation of underground utilities and the use of piles for future site development will not require additional testing.

Execution of this agreement and implementation of its stipulations evidences that the City of Schenectady and the ESDC have offered OPRHP the opportunity to comment on this undertaking and consider its impacts pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law of 1980.

City of Schenectady

_____ Date 6/24/10

Name: STEVEN STRICKMAN
Title: ZONING OFFICER

Maxon Alco Holdings, LLC

_____ Date 6/23/10

Name: DAVID M BUCKO
Title: AUTH REP

Empire State Development Corporation

Rachel Shatz Date 6/22/10

Name: Rachel Shatz

Title: VP, Planning & Environmental Review

New York State Office of Parks, Recreation and Historic Preservation

Ruth L Pierpont Date 7/8/10

Name: Ruth L. Pierpont

Title: Director, Div for Hist. Pres