

**WHEREAS**, TC Syracuse Development Associates, LLC (the "Applicant") has received the necessary approvals to develop the project site, located at 7211 and 7219 Morgan Road in the Town of Clay, Onondaga County, New York, as a warehouse distribution facility that consists of a multi-story warehouse, associated car and trailer parking, truck loading docks, stormwater basins, site utilities, signage, and landscaping (the "Project"); and

**WHEREAS**, the Onondaga County Industrial Development Agency (the "IDA") declared itself lead agency and issued a Negative Declaration for the project on October 31, 2019 pursuant to the New York State Environmental Quality Review Act ("SEQR"), and Site Plan Approval was granted by the Town of Clay Planning Board (the "Planning Board") on November 13, 2019; and

**WHEREAS**, the Applicant has submitted an application (the "Application") to the Planning Board seeking the following modifications to its previously approved site plan: 1) the relocation of the guard house and rotation of the remote trailer parking lot, which will provide a more direct route for trucks to enter and exit the property; 2) the acquisition of four parcels of property located along Morgan Road, which will improve vehicular circulation through the parking lot and will increase the amount of on-site queuing capacity at each of the driveways; 3) re-alignment of the southernmost driveway with Morgan Place so it can be used for turning both left and right; and 4) the widening and re-aligning of several drive aisles to accommodate larger emergency vehicles (the "Modifications"); and

**WHEREAS**, the IDA issued its approval for the Project and is no longer an involved agency for SEQRA purposes for the Modifications; and

**WHEREAS**, the Applicant has prepared Part 1 of the Short Environmental Assessment Form ("SEAF") for the Modifications; and

**WHEREAS**, the Planning Board desires to comply with the requirements of SEQRA and its implementing regulations set forth at 6 NYCRR Part 617 (the "Regulations") with respect to the Modifications; and

**WHEREAS**, the Planning Board, the Onondaga County Planning Board, the Onondaga County Department of Transportation and the New York State Department of Environmental Conservation have been identified as an "involved agency" under SEQRA, as the quoted term is defined at 6 NYCRR § 617.2(s); and

**WHEREAS**, at its May 13, 2020 meeting, the Planning Board declared its intent to act as the lead agency for purposes of conducting a coordinated review of the Modifications under SEQRA, examining Part 1 of the "SEAF" for the SEQRA review of the Project, and determining to provide a copy of the SEAF to the other involved and interested agencies for their review and comment; and

**WHEREAS**, the Planning Board has received the consent of the other Involved Agencies to act as Lead Agency for purposes of conducting a coordinated review of the Modifications under SEQRA; and

**WHEREAS**, at its meetings on May 20, 2020 and May 27, 2020, the Planning Board reviewed the Modifications; and

**WHEREAS**, the Planning Board has considered all the comments and submissions submitted to date concerning the Modifications; and

**WHEREAS**, the Planning Board now wishes to satisfy the requirements of the SEQRA and its implementing regulations set forth at 6 NYCRR Part 617 with respect to the Modifications;

**WHEREAS**, the Planning Board is mindful of the criteria set forth in 6 NYCRR § 617.7 of the Regulations for determining the environmental significance of an action, and

**WHEREAS**, pursuant to the Regulations, the Planning Board has considered the significance of the potential adverse environmental impacts of the Modifications by (a) using the criteria specified in 6 NYCRR § 617.7 of the Regulations, and (b) examining the SEAF for the Modifications, including the facts and conclusions in Part 1 of the SEAF and its attachments, and completing Parts 2 and 3 of the SEAF, together with considering any other available supporting information, to identify the relevant areas of environmental concern, and (c) thoroughly analyzing the identified areas of relevant environmental concern; and

**WHEREAS**, the Modifications, which could not have been anticipated at the time of the IDA's SEQRA review, do not involve any new or different potential environmental impacts that were not previously identified and considered by the IDA during its SEQRA review or in rendering its Negative Declaration and have improved the overall Project.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The amended site plan approval for the Modifications is subject to SEQRA.
2. The Planning Board is hereby established as the lead agency for purposes of undertaking a coordinated review with respect to the amended site plan approval for the Modifications.
3. The Planning Board hereby classifies the amended site plan approval for the Modifications as an Unlisted Action under SEQRA.
4. The Planning Board has compared the impacts that may reasonably be expected to result from the Modifications to the criteria for determining significance identified in Section 617.7(c)(1) of the Regulations and evaluated the issues of causation and significance in light of the standards under the same Section of the Regulations.

5. The Planning Board has not identified any potential significant adverse environmental impacts associated with the amended site plan approval of the Modifications and none are known to the Board. Based upon its review, and for the reasons set forth in the SEAF and its supporting documentation, the Planning Board hereby determines that the amended site plan approval of the Modifications will not present a potential significant adverse impact on the environment, and therefore, a Negative Declaration is warranted pursuant to SEQRA and an environmental impact statement need not be prepared.

6. The Planning Board reaches the following further conclusions:

- (A) The Modifications will not result in substantial adverse change in existing air quality; ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; or a substantial increase in potential for erosion, flooding, leaching or drainage problems.

As part of the Modifications, site driveways are proposed to be adjusted as described below:

- Driveway #2 provides access to the largest number of employee parking spaces and is located opposite the Raymour & Flanigan (R&F) northerly Driveway. A new signal is proposed at this driveway, which is designed to provide one entering lane and two exiting lanes. As part of the site plan modifications, the on-site stacking for the driveway approach has been increased.
- Driveway #3 is located opposite the R&F southerly driveway, which provides primary access to R&F employees. A new signal is proposed at this driveway, which is designed to provide one entering lane and two exiting lanes. As part of the site plan modifications, the on-site stacking for the driveway approach has been increased.
- Driveway #4 (southernmost driveway on Morgan Road) was previously slightly offset with the existing Morgan Place intersection. This intersection was analyzed and designed as a right-in/right-out driveway in the approved Traffic Impact Study. The acquisition of the residential parcel has enabled this driveway to shift slightly south to align with Morgan Place, providing full access to the site at an unsignalized intersection. The new configuration will result in a shift in a minor portion of the northbound left turn traffic from Driveways #2 and #3 to Driveway #4. There will be a two-way left turn lane on Morgan Road to accommodate northbound left turn traffic. This will result in a slight reduction of northbound left turns projected to enter the site at Driveways #2 and #3 as a result of this shift. Driveway #4 will also permit exiting traffic to turn left and head north. However, it is likely that the majority of traffic destined to the north will continue to use the signalized Driveways #2 and #3 for a more efficient exiting movement. The change in access at Driveway #4 will not result in any change to off-site intersections and

will result in a minor reduction of traffic at Driveway #2 and Driveway #3.

No significant potential adverse traffic impacts are anticipated as a result of the site plan modifications.

The quantity and quality of stormwater runoff will be managed in accordance with the General Permit for Stormwater Discharges from Construction Activities.

- (B) The Modifications will not result in the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of a resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on threatened or endangered species of animal or plant, or the habitat of such species.
- (C) The Modifications will not result in other significant adverse impacts to natural resources.
- (D) The Modifications will not affect a critical environmental area as designated pursuant to 6 NYCRR § 617.14(g).
- (E) The Modifications will not conflict with the community's current plans or goals as officially approved or adopted.
- (F) The Modifications will not result in the impairment of the character or quality of important historical, archeological, architectural, or aesthetic resources or of existing community or neighborhood character.

As part of the proposed modifications, a landscaped berm will be constructed in the southeastern corner of the site, near the Morgan Road and Liverpool Bypass intersection, to provide an aesthetic barrier between the right-of-way and the distribution facility. The berm ranges from five to fifteen feet in height and will be attractively landscaped. Additionally, the remote trailer parking lot has been shifted farther from the property line and a landscaped berm will be constructed between the remote trailer parking lot and adjacent property owners. This berm is approximately thirty feet in height and will also be attractively landscaped. For the reasons noted above, the project as modified will not have a potential significant adverse impact on views or create potential significant visual impacts from either Morgan Road or nearby residential neighborhoods.

- (G) The Modifications will not result in a major change in the use of either the quantity or type of energy.
- (H) The Modifications will not result in the creation of a hazard to human health.

- (I) The Modifications will not result in a substantial change in the use, or intensity of use, of land including architectural, open space or recreational resources, or in its capacity to support existing uses.
- (J) The Modifications will not result in encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action.
- (K) The Modifications will not result in the creation of a material demand for other actions that would result in one or more of the above consequences.
- (L) The Modifications will not result in changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment; and
- (M) The Modifications will not result in two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in 6 NYCRR § 617.7(c).

7. The information available concerning the Project was sufficient for the Planning Board to make its determination and issue a Negative Declaration for the amended site plan approval of the Modifications.

8. The Planning Board hereby adopts Parts 1, 2 and 3 of the SEAF, including the supporting written elaboration.

9. The Planning Board hereby directs the Chairperson of the Planning Board to execute the SEAF and to make any filing(s) and publications for the Project in compliance with the Regulations.

10. The Planning Board hereby authorizes the Town Planning Department to take such other steps as may be necessary to carry out this Resolution.

11. This resolution shall take effect immediately.

The adoption of the foregoing Resolution was moved by \_\_\_\_\_,  
seconded by \_\_\_\_\_, and duly put to vote, which resulted as follows:

The resolution was thereupon declared duly adopted.