

Topic	Potential Impacts	Mitigation
<p>1. Land (Geology, Soils, & Topography)</p>	<ul style="list-style-type: none"> ▪ Temporary disruption of soil profiles and exposure of bare soils; potential sediment transport to surface waters ▪ Modifications of existing topography ▪ Construction of facilities on unstable soils ▪ Disturbance and exposure of impacted soils from prior or existing land use ▪ Secondary impacts associated with importation of structural fill and exportation of spoils 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Coverage under NYSDEC’s State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002) ▪ Implementation and maintenance of a Stormwater Pollution Prevention Plan (SWPPP) ▪ Installation of temporary and permanent structural and vegetative measures that will be used to control erosion and sedimentation for each stage of the project from land clearing to the finished stage ▪ Physically marking limits of land disturbances on the site with tape, signs, or fencing, so that workers can see the areas to be protected ▪ Diversion of off-site runoff from erodible soils and steep slopes to stable areas ▪ Sequencing construction activities to avoid mass clearings and gradings, and clearing only what is required for immediate construction activity ▪ Restabilizing disturbed areas as soon as possible after construction is completed ▪ Utilization of perimeter sediment control systems (silt fencing, hay bales, etc.) around stockpile areas, roadway improvements, and areas within 50 feet of buildings under construction ▪ Use of plastic or geotextile fabric to prevent soil loss in highly exposed disturbed areas, such a construction entrances/exits ▪ Appropriate management of chemicals (e.g., herbicides) and petroleum products with spill potential (i.e., secondary containment or storage indoors in sealed, non-leaking containers which have appropriate secondary containment) ▪ Cleaning and/or sweeping of affected roadways daily, or more frequently if otherwise required based on periodic inspections ▪ Weekly inspections of E&SCs to ensure Contractor’s adherence to SWPPP requirements ▪ Subsoil will be properly graded and scarified before topsoil is added (loosening the soil surface where heavy equipment has been used by contour furrowing, imprinting with dozer, or

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		<p>scarification to facilitate subsequent vegetative growth or plantings)</p> <ul style="list-style-type: none"> ▪ Seeding and mulching (site restoration will occur earlier in areas where no further disturbance is anticipated) ▪ Temporary erosion control devices will be removed from the site upon final site stabilization ▪ Surface and subsurface soils will be sampled and analyzed prior to site disturbance activities. The resulting data will be utilized to prepare soil (and groundwater) management and health and safety plans. The Construction Health and Safety Plan (CHASP) will incorporate measures to protect construction workers and the community from exposure to potential impacted materials ▪ If impacted materials are encountered, they will be removed, transported and disposed at an approved off-site facility in accordance with applicable local, state and federal regulations ▪ Removal of any encountered ASTs and USTs will be conducted in accordance with NYSDEC-regulated PBS and/or CBS closure requirements ▪ E&SCs outlined above will be maintained throughout the construction phase (start-up through site restoration) ▪ Spoils generated during the project will be managed in accordance with the hierarchy of avoidance, minimization, reuse, recycling and, ultimately, disposal ▪ Material, which can be re-used on-site but cannot be directly re-placed, will be stored in designated stockpile areas. Where space is restricted material may require temporary storage off-site prior to re-use ▪ E&SC measures, as well as Best Management Practices (BMPs) to prevent stockpiles of fill from migrating off-site and impacting down-gradient surface waters, will be utilized, as discussed above
<p>2. Surface Water</p>	<ul style="list-style-type: none"> ▪ Potential temporary impacts (sediment-laden runoff) to surface waters from demolition/construction activities including ground disturbances (e.g., excavation or installation of utilities), construction of facilities, grading, and landscaping ▪ Potential to encounter impacted surface/groundwater due to 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Coverage under the General Permit (GP-0-15-002) ▪ Impacted materials, if encountered, will be promptly removed and disposed of at an approved off-site facility in accordance with applicable local, state and federal regulations. If it is not

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	<p>past land use(s)</p> <ul style="list-style-type: none"> ▪ Potential impacts on stormwater runoff including existing combined sewer overflows (CSOs) ▪ Potential impacts from outdoor storage of materials (if any) and runoff from impervious areas (including rooftops and parking lots) ▪ Potential increases in stormwater runoff at full buildout could exacerbate flood potential to downgradient areas during storm events 	<p>possible to remove all contaminated soils at one time, BMPs identified in the site-specific SWPPP will be utilized to prevent the materials from being exposed to stormwater</p> <p><u>Operations Phase</u></p> <ul style="list-style-type: none"> ▪ To mitigate impacts on the rate of and quality of stormwater runoff from the site during operations, the following practices, designed in accordance with Chapter 9 of the NYS Stormwater Design Manual for redevelopment projects, will be implemented: <ul style="list-style-type: none"> » Treatment of 75% (at minimum) of stormwater from disturbed areas with proposed impervious surfaces » The water will be treated by Vortech Treatment Units as approved by NYSDEC, which will be placed at each connection point to the City’s existing stormwater system. The proposed Vortech Treatment Units provide treatment by a swirl concentrator that separates trash, sediment, and hydrocarbons from the stormwater runoff. The units provide a sump for cleanout, which becomes part of the site-specific Operations and Management (O&M) plan. The units are placed inline on the outlet of each stormwater conveyance system prior to connection with the City of Utica’s stormwater system. The unit is installed below grade and provides access for inspection and cleanout ▪ Installation and operation of tanks will be conducted in accordance with applicable NYSDEC regulations, including design requirements. Stationary fuel tanks and associated unloading areas will be designed with secondary containment specifications in accordance with federal and state regulations to minimize the potential for release, including the preparation of a Spill Prevention, Control & Countermeasure (SPCC) Plan, and PBS registrations
<p>3. Groundwater</p>	<ul style="list-style-type: none"> ▪ Potential impacts to groundwater associated with dewatering during construction activities ▪ Potential to encounter aboveground and/or underground storage tanks (ASTs and USTS, respectively) during 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Prior to commencing the work, a geotechnical investigation will be completed to assess and identify the most significant potential groundwater impacts that could result from the

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	<p>demolition/excavation activities, as well as, impacted soil/groundwater from past land use(s)</p> <ul style="list-style-type: none"> ▪ Potential impacts relating to the bulk storage of oil/fuel and/or chemicals 	<p>proposed dewatering. The geotechnical investigation will address the following:</p> <ul style="list-style-type: none"> » The types of groundwater aquifers and potential vulnerability to groundwater impacts » The depth and extent of excavation, and proposed method(s) of groundwater control » The presence of any nearby sensitive groundwater receptors (<i>e.g.</i>, third party wells, <i>etc.</i>) » The geotechnical properties at the site (existing fills, compressibility of the strata, <i>etc.</i>) » The presence of any groundwater contamination in the vicinity of the site <ul style="list-style-type: none"> ▪ If groundwater is encountered, it will be characterized to identify the appropriate method of management. If determined to be impacted, it will be managed and disposed of off-site in accordance with applicable local, state, and federal requirements. If deemed clean, the groundwater will be managed in accordance with standard dewatering practices identified in the General Permit and site-specific SWPPP ▪ The following site-specific engineering measures could be applied as needed to minimize the impacts associated with dewatering: <ul style="list-style-type: none"> » Artificial Recharge – Groundwater from the pumped discharge can be re-injected back into the ground either to prevent lowering of groundwater levels and corresponding ground settlement, or to prevent depletion of groundwater resources. This will prevent the possibility of depleting groundwater resources and will avoid any geotechnical issues associated with lowering the groundwater table » Temporary or Permanent Barriers – Sheet steel piles or grout curtains can temporarily or permanently be installed to prevent groundwater from entering construction areas ▪ Design, installation and operation of bulk storage tanks will be conducted in accordance with applicable NYSDEC regulations. Stationary fuel tanks and associated unloading areas will be

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		<p>designed with secondary containment specifications in accordance with federal and state regulations to minimize the potential for release, including the preparation of an SPCC Plan and PBS registration, if regulatory quantity thresholds are met or exceeded</p>
<p>4. Air</p>	<ul style="list-style-type: none"> ▪ Dust generation during construction (including demolition activities) ▪ Short-term emissions from construction equipment ▪ Excavation and management of impacted soils/groundwater (during construction) ▪ Operation phase emissions including combustion sources (e.g., boilers, emergency back-up generators) and process sources (e.g., sterilizers, refrigeration equipment) ▪ Potential increase in operation phase mobile source emissions due to project-related increases in traffic and road closures 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Implementation and maintenance of E&SCs ▪ Implementation, as necessary, of dust suppression measures throughout the construction phase. Means and methods by the Contractor may include: <ul style="list-style-type: none"> » Water truck(s) » Cleaning and/or sweeping of affected roadways » Stabilized construction entrances, tracking pads and/or tire wash systems ▪ Preparation and implementation of a maintenance and protection of traffic plan in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways to minimize traffic delays and queued vehicle exhaust emissions during construction ▪ Proper maintenance of vehicles and equipment including mufflers and other required emissions control devices ▪ Use of low sulfur diesel fuel ▪ Best available technology to achieve the greatest reduction in particulate emissions ▪ Adherence to New York State Environmental Conservation Law, which prohibits heavy duty vehicles, including diesel trucks, from idling for more than five minutes at a time ▪ Performance of a hazardous building materials survey prior to demolition and construction to identify the potential presence of hazardous materials such as Asbestos Containing Materials (ACM) and Lead-Based Paint (LBP) in buildings to be demolished. For ACM abatement projects, the New York State Department of Labor's Code Rule 56 requires that all work that disturbs ACM be done by trained workers following special procedures and engineering controls (including air monitoring) to prevent the spread of asbestos into the air and ensure ACM

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		<p>has been properly removed. In addition, an environmental subsurface investigation will be conducted (including soil and groundwater sampling) to evaluate potential impacts from past or existing land use, if any, that would require</p> <ul style="list-style-type: none"> ▪ Special handling and disposal during construction activities; waste management protocols (including reporting and manifesting) will be implemented, as required <p><u>Operations Phase</u></p> <ul style="list-style-type: none"> ▪ Implementation of project-specific traffic mitigation to minimize delays and excessive queuing of vehicles during operations (see specific mitigation below) ▪ The locations of heating, ventilation and air conditioning (HVAC) systems, as well as the direction of prevailing winds, will be identified. Helipad operations will be located sufficiently away from ventilation systems to prevent impacts from helicopter engine exhaust fumes and rotor-wash ▪ The helipad and adjacent area will be kept free of debris to prevent flying objects and significant dust from the high winds created by rotor-wash. Landscape mulch will not be utilized in the area surrounding the helipad
<p>5. Aesthetic Resources (Including Light)</p>	<ul style="list-style-type: none"> ▪ Temporary construction-related lighting impacts from mobile sources (e.g., trucks, heavy machinery) ▪ Visible signs of construction ▪ Outdoor lighting will include signage, lamp posts and building-mounted fixtures in exterior parking areas, walkways and entrances to the hospital, hospital helipad operations, and other project-related facilities, as applicable, which may result in light shining onto adjoining properties and creating sky-glow brighter than existing area conditions ▪ Potential impacts on view shed due to the proposed height of the building 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur during evening hours. Construction-related illumination would be used for safety and security purposes only, and would be shielded and/or aimed so that no direct beam illumination is provided outside of the project site boundary ▪ To mitigate the visual effects of construction and provide for site safety, contractor(s) may implement means and methods to shield direct views of, and to minimize potential pedestrian and vehicular distractions from, on-going construction activities. Following the completion of construction activities, disturbed pervious areas will be graded, seeded and landscaped



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<p><u>Operations Phase</u></p> <ul style="list-style-type: none">▪ To mitigate light migration and glare, the project will be designed to conform with City Code requirements (City Code Section 2-29-387), which require the following:<ul style="list-style-type: none">» The illumination of off-street parking facilities shall be designed so that the light from lighting fixtures in such facilities does not reflect direct rays or spill over into adjacent residential districts. Lighting arrangements for all off-street parking facilities shall be approved by the City» Lighting fixtures shall not be placed higher than 12 feet above the finished grade, except that in business districts the Planning Board may approve lighting fixtures of a greater height, but not exceeding 25 feet above the finished grade» Fixtures shall be of the non-spill type, hooded/shielded with reflective cut-offs to reduce glare» Candle power per fixture shall not exceed 3 foot-candles measured at grade level directly under the fixture▪ Outdoor site lighting for the proposed IHC will consist of a combination of pole-mounted, bollard-mounted, or wall-mounted LED lighting; the fixtures will be hooded to reduce glare, and direct light downward to the parking lot surface▪ The helipad (and associated lighting) will be designed in accordance with FAA specifications▪ To further minimize light or glare impacts, the following additional measures will be considered:<ul style="list-style-type: none">▪ Building design would use low-reflective glass and other materials, window recesses and overhangs, and façade modulation▪ The amount of reflective surfaces may be limited▪ Landscaping, screens, and “green walls” may obstruct light from shining to off-site locations▪ Nighttime illumination of the site and selected buildings may be restricted and provided only when function or safety requires it▪ Interior lighting, if appropriate, would be equipped with

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		<p>automatic shut-off times. Automatic shades may be installed where lighting is required for emergency egress</p> <ul style="list-style-type: none"> ▪ Parking lots and structures may include screens or landscaping to obstruct glare caused by vehicle headlights. ▪ Adherence to New York Building Code requirements for outdoor lighting, as well as the use of the mitigation measures described above ▪ Specific information relative to stationary building fixtures and signage would be provided as part of the construction level plans associated with the City's Building Permit process ▪ To minimize view shed impacts, the project, which will also be reviewed by the City Planning Board during the site plan review process, will be designed as a campus-like setting, which is consistent with, and provides connectivity to, existing, adjacent land uses. The design also considers: <ul style="list-style-type: none"> » Scale-reducing elements, particularly at areas exposed to people activity (e.g., building entrances, adjacent to walkways, places of high visibility) » Pedestrian amenities such as wayfinding, benches, historic markers, and bike racks » A landscape design, which promotes pedestrian interest, scale, partial building screening and building contrast » The long-term maintenance of landscaped areas
<p>6. Historic & Archaeological Resources</p>	<ul style="list-style-type: none"> ▪ Potential impacts to archaeological resources due to ground disturbances ▪ Potential impacts to historic properties located within or substantially contiguous to the project area including: <ul style="list-style-type: none"> » Parcels listed or eligible for listing on the State or National Registers of Historic Places » Parcels located in the Upper Genesee Street Historic District ▪ The proposed action will result in the destruction or alteration of all or part of the site or property ▪ The proposed action may result in the introduction of visual elements, which are out of character with the site or property, or may alter its setting 	<p>In accordance with SHPA, to mitigate these impacts, MVHS has signed a Letter of Resolution (LOR) with OPRHP and DASNY. Compliance with the LOR will minimize the significant adverse impacts on historic and archeological resources to the maximum extent practicable in accordance with both the SHPA and SEQRA.</p> <p>Mitigation of Potential Impacts to Archeological Resources</p> <ul style="list-style-type: none"> ▪ To mitigate impacts to archeological resources, the LOR establishes archeological protocols to follow prior to site disturbance and during site disturbance in the event that unanticipated discoveries are identified. ▪ Pursuant to the LOR, MVHS will commence archaeological



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testing prior to site disturbance and file reports associated with the testing with OPRHP. However, MVHS may perform certain environmental testing and engineering surveys (borings) as needed prior to satisfying this condition.

- Where unanticipated discoveries, excluding the discovery of human remains, occur during construction, MVHS will suspend activities in the vicinity of the discovery, protect it from any further disturbance, notify OPRHP and DASNY regarding the discovery, transmit digital photographs to OPRHP and DASNY, and OPRHP will then make a determination whether the discovery warrants additional examination and, if so, will recommend what should be done next.
- In the event that human remains are discovered, the following protocol established in the LOR would be followed to minimize adverse impacts.
- At all times human remains must be treated with the utmost dignity and respect. Should human remains be encountered work in the general area of the discovery will stop immediately and the location will be immediately secured and protected from damage and disturbance.
- Human remains or associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation has taken place and a plan of action has been developed.
- The county coroner/medical examiner, local law enforcement, OPRHP, DASNY, and the appropriate Indian Nations will be notified immediately. The coroner and local law enforcement will make the official ruling on the nature of the remains, being either forensic or archaeological.
- If human remains are determined to be Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Please note that avoidance is the preferred choice of OPRHP and the Indian Nations. The involved agency will consult OPRHP and appropriate Indian Nations to develop a

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		<p>plan of action that is consistent with the Native American Graves Protection and Repatriation Act ("NAGPRA") guidance.</p> <ul style="list-style-type: none"> ▪ If human remains are determined to be non-Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Please note that avoidance is the preferred choice of OPRHP. ▪ Consultation with OPRHP and other appropriate parties will be required to determine a plan of action. <p>Mitigation of Potential Impacts to Historic Resources</p> <ul style="list-style-type: none"> ▪ The LOR also establishes a protocol to minimize impacts associated with the demolition of buildings identified as listed or as eligible for listing on a historic register. ▪ Specifically, the LOR requires MVHS assess the general condition of the buildings and include photographs of exterior and interior conditions to provide OPRHP with a general understanding of the state of the resource. ▪ In addition, prior to demolition, MVHS must provide further documentation of the resource including a historic narrative together with additional photographs. ▪ If appropriate, salvageable, architecturally significant features of the removed buildings (i.e., building name panels, significant intact architectural elements, etc.) will be incorporated into the new structure or hospital site or made available to others interested in acquiring them.
7. Transportation	<ul style="list-style-type: none"> ▪ Temporary road and/or sidewalk closures ▪ Construction vehicle & equipment/material staging ▪ Impacts to bus service (routes, stops) ▪ Increased demand for parking (construction workers) ▪ Increased traffic flow and operating conditions, which may exceed capacity of existing road network ▪ Impacts to bus service (routes, stops, capacity) ▪ Impacts to pedestrian facilities (sidewalk, crosswalks) ▪ Increased demand for parking (employees, patients) resulting 	<ul style="list-style-type: none"> ▪ Ensure adequate pedestrian facilities are available in the vicinity of the Project Site including locations that are expected to have increased pedestrian activity as a result of the proposed Project as shown on the mitigation plan (Figure 31 of the FEIS) ▪ Upgrade or replace traffic signals to add detection, actuation, coordination, and pedestrian accommodations at the following locations: <ul style="list-style-type: none"> » 2-State Street & NYS Routes 5/8/12 off/on-ramp

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	<p>in the construction of parking area/garage for 500 or more vehicles</p> <ul style="list-style-type: none"> ▪ Alterations to the present pattern of movement of people or goods (including road closures) 	<ul style="list-style-type: none"> » 3-State Street & Lafayette Street » 4-State Street & Columbia Street » 6-Cornelia Street & NYS Route 5S/Oriskany Street » 8-Cornelia Street & Columbia Street » 10-NYS Route 5S/Oriskany Street & Broadway » 11-Broadway & Lafayette Street » 12-Broadway & Columbia Street » 20/21-NYS Route 5S/Oriskany Street & Genesee Street ▪ Optimize signal timings at the following intersections (upgrade/update equipment as needed): <ul style="list-style-type: none"> » The coordinated system which includes intersections 2 – State Street & On/Off-Ramps, 3 – State Street & Lafayette Street/Emergency Department Access (PM), and 4 – State Street & Columbia Street » The coordinated system which includes the intersections of 6 - NYS Route 5S (Oriskany Street) & Cornelia Street, 10 – NYS Route 5S (Oriskany Street) & Broadway, and 20/21 – NYS Route 5S (Oriskany Street) & Genesee Street ▪ Construct a dedicated right turn lane on the eastbound approach to intersection 2 – State Street & On/Off-Ramps ▪ Provide a center two-way left-turn lane on State Street from intersection 2 – State Street & On/Off-Ramps to just south of intersection 4 – State Street & Columbia Street ▪ Construct a dedicated left turn lane on the northbound approach to intersection 6 – NYS Route 5S (Oriskany Street) & Cornelia Street ▪ MVHS will continue to collaborate with NYSDOT, City of Utica, and Oneida County during the design and permitting phase, with the objective of providing safe and efficient operation of intersections on the State highway system within the MVHS footprint

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<p>8. Energy</p>	<ul style="list-style-type: none"> ▪ The proposed action will involve heating and/or cooling of more than 100,000 sf of building area when completed ▪ Diesel-fueled emergency generators will also be used at the proposed MVHS IHC ▪ Existing electric and natural gas infrastructure will be relocated out of the IHC footprint, into public rights-of-way. Locations will be identified through on-going coordination between MVHS, National Grid and the City. Impacts will be short-term; extending through a portion of the construction phase 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Implementation of a maintenance and protection of traffic plan including the scheduling of activities to reduce traffic delays and associated fuel consumption ▪ Use of alternative fuels or energy-saving equipment ▪ Evaluation of material selection for interior and exterior building materials for recycled content and local material ▪ Evaluation of interior material selection for indoor air quality impacts ▪ Diversion of construction and land clearing debris from landfill disposal ▪ Redirecting recyclable-recovered resources back to the manufacturing process ▪ Redirecting reusable materials to appropriate sites (other projects) ▪ Buying and hiring locally to avoid or minimize delivery and travel costs <p><u>Operations Phase</u></p> <ul style="list-style-type: none"> ▪ Energy requirements will be consistent with energy policy recommendations established in the New York State Energy Conservation Construction Code. <p>Additional BMPs could include:</p> <ul style="list-style-type: none"> ▪ Promotion of “green” product purchases including the use of recycled and reusable materials ▪ Building design and efficiency: <ul style="list-style-type: none"> › Facilities include energy-efficient lighting (including spacing) and other equipment › Purchase of equipment based on life-cycle costs rather than initial costs of equipment ▪ Proposed facility designs which promote sustainable building practices using the United States Green Building Council’s “Leadership in Energy and Environmental Design” (LEED) program or a similar system; elements currently proposed include: <ul style="list-style-type: none"> › Heat recovery chiller that puts “waste” heat to use year-around (in CUP)

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		<ul style="list-style-type: none"> › Low temperature hot water heating system with high efficiency (condensing) hot water boilers (in CUP) › Green islands within the parking areas › Use of energy efficient mechanical, electrical and plumbing systems ▪ Urban forestry <ul style="list-style-type: none"> › Promote tree planting to increase shading and to absorb CO₂ (<i>i.e.</i>, creation of GHG emission offsets at facilities) ▪ Energy conservation measures (construction and operation phases). <ul style="list-style-type: none"> › Purchase of electricity generated from renewable resources › Implementation of “plug-load” audit recommendations to identify operation-phase power management strategies (<i>i.e.</i>, automatic turn-off of computers during non-business hours or into “sleep” mode when not in use for a certain period of time during normal work hours) › Energy conservation employee training › Optimization of vehicle usage (<i>i.e.</i>, promotion of carpooling, access to and use of mass/public transit, encouragement of efficient driving techniques, use of active modes of transportation including walking, bicycling, <i>etc.</i>)
9. Utilities	<ul style="list-style-type: none"> ▪ No significant adverse impacts on existing utility capacities were identified ▪ Temporary impacts due to the abandonment/removal; and installation of utilities (<i>e.g.</i>, sanitary and storm sewer, water, electric and natural gas). Specific construction-related impacts are identified elsewhere in this scoping document 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ If groundwater is encountered during utility removal or installation, it will be characterized to identify the appropriate method of management. If determined to be impacted, it will be managed and disposed of off-site in accordance with applicable local, State, and Federal requirements. If deemed clean, the groundwater will be managed in accordance with standard dewatering practices identified in the General Permit and site-specific SWPPP ▪ If impacted soils are encountered they will be removed and disposed of at an approved off-site facility in accordance with applicable local, state and federal regulations. ▪ Measures will be put in place to prevent temporary impacts to soil erosion and downgradient water bodies (sediment laden runoff) due to excavation and trenching operations associated

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		<p>with utility installations or removals. E&SC measures and BMPs identified in the General Permit and site-specific SWPPP will be employed</p> <ul style="list-style-type: none"> ▪ Relocation of utility lines within existing rights-of-way in an urban area.
<p>10. Noise & Odor</p>	<ul style="list-style-type: none"> ▪ Temporary construction-related noise impacts from the following: <ul style="list-style-type: none"> › Equipment necessary to prepare the project area (including demolition) and construct the proposed MVHS IHC › Vehicles and equipment accessing and egressing the site including trucks hauling C&D debris for off-site management › Temporary power generators ▪ Sporadic noise in excess of existing ambient levels during operation may be generated by incoming ambulances and helicopter flights 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Contractors will be responsible for using appropriate mufflers on machinery to mitigate potential construction-related noise impacts ▪ Limiting workday construction activities to normal hours (the NYSDEC program policy suggests that limiting activity to normal workday hours is an effective mitigation [NYSDEC 2001]) ▪ Compliance with the requirements identified in Chapter 2-15 of the City of Utica’s Municipal Code and Ordinances <p><u>Operations Phase</u></p> <ul style="list-style-type: none"> ▪ Use of noise attenuation devices/building materials, as necessary (acoustic panels and fully grouted concrete masonry units to attenuate sound transmission through facility walls) ▪ The housing of roof-top or externally located HVAC system elements in noise attenuating enclosures, as necessary; sound attenuating elbows will be located at strategic locations in the ductwork ▪ Sound attenuation will be provided at the emergency generator discharge louvers ▪ Utilization of engineering controls that minimize noise generation and allow employees to work in designated areas without hearing protection (designed to an occupational exposure limit <85 dBA) ▪ Maintaining day and night time operation phase sound levels at the nearest sensitive receptor (<i>i.e.</i>, the property line) in accordance with local code ▪ MHVS will coordinate with helicopter companies to identify optimum arrival and departure flight procedures and paths to minimize episodic noise impacts ▪ The project will adhere to the City’s zoning code, which indicates that “no emission shall be permitted of odorous gases or other

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		<p>odorous matter in such quantities as to be readily detectable without instruments at the property line of the zone lot from which they are emitted” (§ 2-29-529 of the Utica City Code)</p>
<p>11. Human Health</p>	<ul style="list-style-type: none"> ▪ Vehicles and equipment accessing and egressing the project site ▪ Disturbance of hazardous building materials during demolition activities (<i>e.g.</i>, asbestos, lead, <i>etc.</i>) ▪ Potential to encounter impacted soils/groundwater (from past or existing land use) ▪ Impacts on sensitive receptors (<i>i.e.</i>, proximity to three licensed daycare centers and religious centers) ▪ Proximity to existing impacted sites (<i>i.e.</i>, completed or on-going remediation or spill response) ▪ Increase in the rate of disposal or processing of solid and other types of waste ▪ Use of pesticides or herbicides ▪ Potential impacts on the project due to the proximity of the existing railroad were determined to be negligible, but mitigation inherent to hospital and regional emergency planning were identified 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Performance of due diligence evaluations to identify the potential presence of ACM¹, LBP and other regulated materials, which could be encountered during construction phase activities ▪ Preparation, implementation, and maintenance of a “Maintenance and Protection of Traffic Plan” including provisions and measures to accommodate pedestrians and adjacent vehicular traffic surrounding the work zone ▪ Compliance with state and federal regulations regarding the handling, transportation and disposal of ACM, LBP, and other regulated materials encountered during construction phase activities ▪ Adherence to construction schedule restrictions (days and hours) ▪ Proper maintenance of vehicles and equipment including mufflers and other required emissions control devices (including adherence to state-mandated vehicle idling restrictions) ▪ Proper storage and handling of petroleum and chemical products ▪ Implementation of a site security plan (<i>i.e.</i>, fencing, lighting, use of secure material storage containers, monitoring of site during off-hours) ▪ Preparation and implementation of a CHASP to protect construction workers and the community from exposure to potentially impacted materials ▪ Spill response measures, training and reporting ▪ Compliance with City Code requirements

¹ As previously stated in this DEIS, for ACM abatement projects, the New York State Department of Labor’s Code Rule 56 requires that all work that disturbs ACM be done by trained workers following special procedures and engineering controls (including air monitoring) to prevent the spread of asbestos into the air and ensure ACM has been properly removed.

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		<p data-bbox="1209 237 1409 261"><u>Operations Phase</u></p> <ul style="list-style-type: none"> <li data-bbox="1209 269 1927 329">▪ Provision of safe access/egress (vehicles and pedestrians) to and from the IHC and other project elements <li data-bbox="1209 337 1734 362">▪ Compliance with the City’s noise ordinance <li data-bbox="1209 370 1969 430">▪ Proper storage, handling, transportation and disposal of wastes generated from project operations <li data-bbox="1209 438 1969 532">▪ Storage, application (including proper licensing) and disposal of pesticides/herbicides in accordance with applicable local, state and federal requirements <li data-bbox="1209 540 1969 634">▪ Proper storage and use of chemicals, medicines, and other regulated materials and substances including conformance with applicable state and federal requirements <li data-bbox="1209 643 1969 737">▪ Compliance with petroleum bulk storage requirements including the preparation and implementation, as necessary, of a Spill Prevention, Control and Countermeasure (SPCC) Plan <li data-bbox="1209 745 1969 1382">▪ While the likelihood of a railroad-related impact is negligible, due diligence and preparedness are prudent and necessary. Consistent with the USDOT’s ERG and New York States’ EO 125, the IHC will be identified as a special receptor within the site-specific Geographic Response Plan (GRP). GRPs are planning documents and spill response tools, prepared by the NYSDEC, in consultation with the New York State Division of Homeland Security and Emergency Services, NYSDOH, and local, regional and federal stakeholders, that are used to guide initial emergency response efforts associated with a major oil spill. The GRP for railroad mile-mark “QC 238” represents the area surrounding the existing railroad inclusive of the project area. To facilitate planning and training, the proximity of IHC operations will be accounted for in future training, preparedness and asset management activities guided by the County’s CEMP. MVHS will coordinate with Oneida County to update and implement appropriate sections of the MVHS’ EOP and the County’s CEMP, respectively. In addition, the following measures will be implemented: <ul style="list-style-type: none"> <li data-bbox="1241 1390 1969 1450">› Facilities, including those operated by MVHS, are required to perform a risk assessment that uses an “all-hazards”

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		<p>approach prior to establishing an emergency plan. The plans are updated annually, and include elements for training, testing and drills. Both St. Luke's and SEMC operate under these federally-required emergency plans. An example plan table of contents was provided as Appendix E to the FEIS Responsiveness Summary. An emergency plan that meets the federal requirements will be on file for the Project. MVHS is also required to provide evidence of staff and provider training and education</p>
<p>12. Community Character</p>	<ul style="list-style-type: none"> ▪ Acquisition (via voluntary negotiation and eminent domain) and demolition or alteration of properties in the proposed project area ▪ Land-use components will be different from current surrounding land use pattern(s); impact on City-owned and privately-owned lands within the project footprint ▪ Potential to result in secondary economic development impacts (e.g., residential or commercial development) ▪ Potential to replace or eliminate existing facilities, structures, or areas of historic importance to the community ▪ Potential to displace affordable or low-income housing ▪ Potential secondary impacts resulting from the relocation and/or displacement of existing businesses/services (at proposed downtown and existing FSLH and SEMC locations) ▪ The proposed action may be inconsistent with the predominant architectural style and character of the area 	<ul style="list-style-type: none"> ▪ MVHS, with the assistance of Mohawk Valley EDGE, obtained appraisal reports for each of the properties that would need to be acquired for the project. These appraisal reports provided the basis for MVHS to make offers to acquire the needed properties that were based on fair market value. Offers were sent to property owners between December 2017 and February 2018. Each property owner was afforded the opportunity to discuss their individual needs and concerns with MVHS or its representatives. In addition, representatives from the City of Utica, Oneida County and EDGE reached out to the property owners to discuss relocation needs and to offer assistance. MVHS, together with the City, the County and EDGE, worked with the Community Foundation of Herkimer and Oneida County to fund a position dedicated to assisting property owners with relocation. This individual immediately began coordinating the efforts between the City, County, EDGE and the property owner including: one on one meetings with owners to determine specific needs and to review potential alternate locations, creation of a catalog of available properties within the City and County to streamline the assessment of alternate properties. Finally, MVHS committed an additional \$1 million to the project dedicated for relocation assistance and has been negotiating relocation assistance payments with each of the owners. As a result, many of the property owners have agreed to sell their property(ies) to MVHS and the amount of property that will need to be acquired by eminent domain has been minimized

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		<ul style="list-style-type: none"> ▪ Potential visual impacts will be mitigated as previously identified ▪ Potential cultural resource impacts will be mitigated as previously identified ▪ Growth-inducing aspects of the project will be managed as discussed below
<p>13. Solid Waste Management</p>	<ul style="list-style-type: none"> ▪ Temporary increase in the rate of disposal or processing of solid waste from construction/demolition activities ▪ The need to manage impacted soils/groundwater and/or hazardous building materials ▪ Waste generation, handling, transportation, and disposal (solid waste, hazardous waste and regulated medical waste [RMW]) 	<p><u>Construction Phase</u></p> <ul style="list-style-type: none"> ▪ Contractors will be required to comply with local and state requirements regarding the handling, disposal and/or management of waste streams and recyclables including on-site storage and transportation of materials to facilities permitted to handle the specific waste or recyclable stream. ▪ A Construction Health & Safety Plan (CHASP) will be developed, implemented and maintained to protect worker safety ▪ Contractor(s) will be responsible for appropriately separating, handling, transporting, and disposing waste streams in accordance with applicable regulations; all waste streams will be disposed off-site at facilities permitted to receive such wastes. In addition, contractors may implement the following additional waste reduction measures: <ul style="list-style-type: none"> › An evaluation of material selection for interior and exterior building materials for recycled content and local material › Diversion of construction and land clearing debris from landfill disposal › Redirecting recyclable-recovered resources back to the manufacturing process › Redirecting reusable materials to beneficial applications <p><u>Operations Phase</u></p> <ul style="list-style-type: none"> ▪ Solid waste and recyclables will be managed in accordance with applicable local, state, and federal requirements, including consistency with the county's Solid Waste Management Plan. RMW (including specialty wastes) and solid waste management practices will incorporate good housekeeping and best management practices including proper storage ▪ Solid waste will be stored in covered receptacles, bins, and dumpsters, as appropriate, until it is transported by permitted

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		haulers to an off-site, permitted facility for final disposal ▪ RWM and other specialty wastes will also be hauled by NYSDEC-permitted waste transporters to facilities permitted to receive such wastes

