

**State Environmental Quality Review Act (SEQRA)**  
**FINAL SCOPING DOCUMENT**  
**Partial Dunnsville Road Relocation and Conceptual Distribution**  
**Center Expansion**  
**Town of Rotterdam, Schenectady County, New York**

**INTRODUCTION**

A Draft Environmental Impact Statement (DEIS) will be prepared in accordance with the requirements of 6 NYCRR Part 617 (collectively known as the State Environmental Quality Review Act, or “SEQRA”) to assess the potential significant adverse impacts of relocating a portion of Dunnsville Road in the Town of Rotterdam, Schenectady County, New York. The DEIS will also generically evaluate the conceptual expansion of the existing distribution center on the project site.

The proposed Type I Action is the subject of a Positive Declaration issued by the Town of Rotterdam Planning Commission on April 21, 2009, in which the Planning Commission issued a positive determination of environmental significance pursuant to SEQRA and directed the Applicant to prepare a DEIS.

**ENVIRONMENTAL IMPACT STATEMENT**

An Environmental Impact Statement (EIS) will be prepared for the proposed action. Two classes of actions are to be reviewed in the EIS. The proposed partial relocation of Dunnsville Road will be reviewed as an action immediately proposed for approval. The future expansion of the distribution center on the site will be looked at in a generic manner.

In accordance with 617.10(c), the EIS and its findings will set forth specific conditions or criteria under which the future distribution center expansion will be undertaken or approved, including requirements for any subsequent SEQRA compliance, if any is required.

**DESCRIPTION OF THE PROPOSED ACTION**

The Applicant, The Golub Corporation, which is the operator of the Price Chopper Supermarkets, is seeking subdivision approval to allow the relocation of a portion of Dunnsville Road in the Town of Rotterdam. The Applicant is also seeking approvals for conceptual site plan review, change of zone, and comprehensive plan amendment, which would allow for the eventual expansion of the Applicant’s existing warehouse and distribution

center (hereafter referred to as distribution center). The relocation of Dunnsville Road is necessary in order to provide the space needed on-site to expand warehouse operations. These actions are being sought so that The Golub Corporation can consolidate its warehousing operations onto one site and increase its efficiency. Approximately 180,000 square feet (SF) of warehouse space that is currently located in Voorheesville is proposed for future relocation to the project site.

The Golub Corporation currently owns approximately 170 acres of contiguous land in the Town of Rotterdam, on which its Grocery and Perishable Warehouses are located. The Rotterdam Distribution Center is generally bounded by the rail road tracks to the east, Duanesburg Road to the north, and the National Grid parcel to the west and south, although approximately 42 acres of the site are located south of the National Grid parcel.

The area of the proposed project comprises approximately 21.5 acres in the northwest corner of the overall site. This area is bisected by Dunnsville Road, which crosses the site in a southwest-northeast direction and then turns northward to intersect with Duanesburg Road. Duanesburg Road forms the site's northern boundary, the National Grid parcel forms the site's western boundary, and existing property within the Rotterdam Distribution Center borders the site to the south and east. Two parcels on the south side of Duanesburg Road are owned by others and not part of the project. These consist of a residential property and a parcel containing a Cumberland Farms store and gas station on the southeast corner of the existing Dunnsville Road/Duanesburg Road intersection. Another 4± acres of the Golub property is being considered for the demolition of existing office space and its reconstruction into warehouse space, as well as a further expansion of warehouse space into an area currently utilized by surface parking. This area is located in the northeast portion of the Rotterdam Distribution Center at the entrance to the current Golub Corporate Offices. It is noted that the office space that currently operates on the project site and serves as the company headquarters is being moved to a new site in the City of Schenectady. This action was evaluated under a separate application and coordinated SEQRA review that was approved in 2007.

The proposed action involves the relocation of approximately 900 feet of Dunnsville Road west of its current location, to a location near the western boundary of the existing property. The intersection of Dunnsville Road and Duanesburg Road will be shifted approximately 800 feet west of its current location. This effort is being undertaken in order to accommodate relocating a slow-moving grocery warehouse from off-site and expanding that warehouse on this facility. The current conceptual plan for the expansion of the Price Chopper warehouse and distribution center includes up to 408,000 SF of warehouse space.

The project site is currently zoned Light Industrial (I-1), Retail Business (B-1), and Agricultural (A-1). The proposed project includes a change of zoning application to change the entire project area to the Light Industrial zoning designation.

### **REQUIRED APPROVALS**

At this time, it is anticipated that the following approvals and permits will be required:

<b>Type of Approval</b>	<b>Agency</b>
Site Plan & Subdivision Approval	Town of Rotterdam Planning Commission
Comprehensive Plan Amendment & Zoning Amendment	Town of Rotterdam Town Board
Stormwater SPDES Permit	New York State Department of Environmental Conservation
Road Realignment	New York State Department of Transportation
Road Realignment	Schenectady County Department of Engineering and Public Works
Approval of "land swap" between Applicant and Schenectady County	Schenectady County Legislature

### **GENERAL SCOPING CONSIDERATIONS**

Unless otherwise directed by this Scoping Document, the provisions of 6 NYCRR 617.9(b) apply to the content of the DEIS and are incorporated herein by reference.

The DEIS will assemble relevant and material facts, evaluate reasonable alternatives, and be written in plain language that can easily be read and understood by the public. Highly technical material will be summarized and, if it must be included in its entirety, will be referenced in the DEIS and included as an Appendix.

The DEIS will be written in the third person without use of the terms I, we, and our. Narrative discussions will be accompanied to the greatest extent possible by illustrative tables and graphics. All graphics will clearly identify the project area, and footnotes will be used to cite references.

Full-scale engineered plans for the road realignment are to be included with the DEIS as an appendix. A conceptual plan for the distribution center expansion will also be included in the DEIS.

## **DEIS SCOPE AND CONTENT**

The DEIS will include, as required, the following information:

- Cover Sheet listing names of individuals or organizations that prepared any portion of the DEIS, title of project, DEIS identification, location and street address (if applicable) of the action, name and address of the Lead Agency as well as the name and telephone number of the person at the lead agency who can provide further information, and relevant dates (i.e., date of DEIS submittal, provision for future insertion of date of acceptance by the Planning Board, date, time, and place of the public hearing, final date for acceptance of written comments).
- Table of Contents including listings of tables, figures, maps, charts, appendices, and any items that may be submitted under separate cover (and identified as such).

### **1.0 EXECUTIVE SUMMARY**

Section 1.0 will be presented in a brief and succinct format, and will not constitute an exhaustive narrative discussion of information that will be provided elsewhere. All of the information presented in the Executive Summary will be provided in greater detail and substance in the Existing Conditions, Potential Environmental Impacts, and Proposed Mitigation Measures Sections as appropriate.

#### **1.1 Description of the Proposed Action**

A summary description of the action will be provided including:

- Site location (streets, Town, County, Tax ID number(s)),
- Total site acreage,
- Easements affecting the site,
- Existing zoning,
- Existing access,
- Existing site character and vegetative conditions, and
- A list of abutting properties.

## **1.2 List of Involved Agencies**

A list of all involved agencies will be provided along with the required approvals and permits they are responsible for granting.

## **1.3 List of Interested Agencies**

A complete list of all interested agencies will be provided.

## **1.4 Summary of Potential Impacts and Mitigation Measures**

A summary of the proposed project's potential impacts and proposed mitigation measures will be provided.

## **1.5 Summary of Project Alternatives Considered**

A summary of the project alternatives considered will be provided.

## **1.6 Public Need and Benefits**

This section will include a discussion of the public need and benefits of the proposed project.

## **2.0 DESCRIPTION OF THE PROPOSED ACTION**

Section 2.0 of the DEIS will provide a detailed description of the project site and its location, Golub trucking operations and policies, the proposed road relocation and the conceptual distribution center expansion, the purpose and public need for the project, the objectives of the project sponsor, and a description of required reviews, approvals, and permits.

This section will also include a discussion of the proposed phasing of construction, construction schedules, Golub construction vehicle operations and policies, expected year of project commencement and completion, construction access routes, and days and hours of construction for the Dunnsville Road relocation.

## **3.0 EXISTING CONDITIONS, POTENTIAL ENVIRONMENTAL IMPACTS AND PROPOSED MITIGATION MEASURES**

This section of the DEIS will identify the existing environmental conditions, potential impacts of the action, and proposed mitigation measures as appropriate for each of the major issues identified in this Scoping Document. The format or organization of this section will include the following subsection headings for each topic:

- Existing Conditions
- Potential Impacts
- Proposed Mitigation Measures

Sections 3.1 – 3.11 of the DEIS will evaluate the potential significant adverse impacts to both natural and human resources resulting from the proposed action, including cumulative impacts and secondary effects if applicable. Potential impacts resulting from the proposed action will be described in narrative and graphic format whenever possible. This evaluation will be objective and will include both quantitative and qualitative information. Adverse impacts that cannot be mitigated will be specifically identified and the magnitude of those impacts will be evaluated. Since the expansion of the distribution center (408,000 SF) is conceptual, the DEIS will include a discussion of impact thresholds and any additional studies or actions that may be necessary when a site plan for the expansion is eventually submitted.

### **3.1 Land Use, Zoning, and Comprehensive Plan Consistency**

#### 3.1.1 Existing Conditions

- The existing land uses and zoning designations on the project site and in the surrounding area will be described. The general character of the site and surrounding area will be described. Maps will be provided to illustrate existing land use patterns and zoning designations in the immediate project vicinity.
- A description of the Town of Rotterdam Comprehensive Plan will be provided as it relates to the proposed project site.

#### 3.1.2 Potential Impacts

- A discussion will be provided of the proposed project's compatibility with surrounding land uses, including the potential for impacts relating to the storage of hazardous materials. Please note that no anhydrous ammonia will be used in the new warehouse, as it will not be a refrigerated facility.
- This section will include a discussion of the proposed change to the project site's zoning designation, including an explanation for the rationale behind the proposed change. The proposed project's compliance with the use, bulk and area standards of the Town's Zoning Law will be analyzed and discussed.

- The proposed amendment to the Town of Rotterdam Comprehensive Plan will be described and the rationale for the change will be provided.

### 3.1.3 Proposed Mitigation Measures

- A discussion of any applicable and appropriate mitigation measures will be provided, including a discussion of landscaping and lighting to minimize potential visual impacts.

## **3.2 Stormwater Management**

### 3.2.1 Existing Conditions

- A description of existing conditions will be provided, including drainage patterns and discussion of existing stormwater drainage facilities and stormwater characteristics of the site.
- For the Dunnsville Road relocation, a discussion of the existing stormwater patterns and collection and conveyance systems will be provided.

### 3.2.2 Potential Impacts

- A Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the Dunnsville Road relocation in accordance with NYSDEC requirements. The SWPPP will be summarized in this section, and will include a discussion of potential changes to surface water and runoff quantity and quality as a result of the proposed road relocation.
- A description of post-development conditions, including stormwater quality, and quantity controls that meet NYSDEC regulations, will be provided for the Dunnsville Road relocation.
- The general methods for compliance with stormwater regulations with respect to the future distribution center expansion will also be discussed. Preliminary runoff volumes, treatment volumes, and anticipated stormwater management storage systems will be discussed generically. This will include a concept sketch illustrating the approximate location of relevant stormwater components. The proposed discharge point will also be identified. It is anticipated that no new outfalls will be required and that the facility will connect to existing stormwater infrastructure. It is intended that general information only will be developed at this time since a full SWPPP will be prepared for the future distribution center expansion during the site

plan review process, when an actual application is brought forth for the expansion.

### 3.2.3 Proposed Mitigation Measures

- A discussion of stormwater quality and quantity control measures as identified in the preliminary SWPPP for the road relocation will be provided. The project's compliance with the New York State Design Manual and GP-0-08-001 will be discussed.
- The Soil Erosion and Sediment Control Plan prepared for the road relocation in conformance with the New York Guidelines for Erosion and Sediment Control and GP-0-08-001 will also be discussed.
- General measures anticipated for the control of stormwater runoff quantity and quality with respect to the future distribution center expansion will be described.

## **3.3 Ecological Resources**

### 3.3.1 Existing Conditions

There is a small wild blue lupine patch on the project site, which straddles the site's western boundary with the National Grid parcel. The patch is approximately 0.27 acres, of which a very small portion is on the project site. The NYSDEC has indicated in previous correspondence that the lupine patch may provide suitable habitat for the federally- and State-listed endangered Karner Blue butterfly and the State-listed threatened Frosted Elfin butterfly.

- The existing lupine patch and the context of its setting within the region, including potential connectivity to other known habitat areas, will be described.
- A presence/absence survey will be conducted for both butterfly species in accordance with the NYSDEC-accepted protocol for assessing these populations. A summary of the survey and a discussion of its findings will be provided in this section.
- Some pitch pines occur on the site and will be identified, along with other species that occur in association with these trees. Nectar species that are important to rare butterfly species will be identified
- Additionally, the proposed project will impact a wooded area between Duanesburg Road and Dunnsville Road, and another wooded area between Dunnsville Road and the existing tractor trailer parking on

site. The DEIS will characterize the community type present in these areas based on dominant vegetation in the tree, sapling/shrub and herbaceous layers. The habitat evaluation will also document that there are no wetlands on the site.

- The DEIS will describe the relative scarcity ranking of the community type using the guidelines of the New York State Natural Heritage Program. The DEIS will discuss regulatory status of the habitat on-site. The DEIS will assess the connectivity or fragmentation of this area relative to other wooded areas in the vicinity of the project site, as well as the relationship of this site to the Albany Pine Bush.
- This section will also discuss other wildlife encountered on-site or that might be expected to occur on the site given the vegetative community types, their condition, and their connectivity to other habitats.

### 3.3.2 Potential Impacts

- Based on the results of the presence/absence survey conducted for Karner Blue butterfly and Frosted Elfin butterfly, this section will discuss the potential for any impacts to these species as a consequence of the proposed road realignment and future distribution center expansion.
- Based on site investigations of vegetative communities, impact on remnants of potential pine barrens, a globally rare community, will be identified.
- The DEIS will identify the area of other various habitats to be impacted by the proposed project.

### 3.3.3 Proposed Mitigation Measures

- Mitigation for potential impacts, if any, to the two butterfly species noted above will be provided in this section. Pitch pines and potential pine barrens communities will be taken into account in the design of the project.

## **3.4 Transportation**

### 3.4.1 Existing Conditions

- A Traffic Impact Study (TIS) will be completed for the project using standards and guidelines as developed by the Institute of Transportation Engineers (ITE) and the Highway Capacity Manual

- (HCM). Specifically, the County Highway Design Standards will be used for the design of the relocated Dunnsville Road, and the NYSDOT Highway Design Manual will be used for any modifications to NYS Route 7 (Duanesburg Road). An inventory of existing features that affect roadway capacity, including identification of existing traffic control, pavement widths, signage, etc., will be completed. Manual turn movement traffic counts will be conducted at 4 locations (3 intersections and site access) to determine AM and PM peak hour traffic volumes at the study intersections.
- Automatic traffic recorders (ATR's) will be placed for a period of 24 hours a day for seven days along Dunnsville Road south of the Golub site access driveway, and on Duanesburg Road (Route 7) both east and west of the Dunnsville Road intersection. The ATR's will be installed such that traffic volume, vehicle classification and speed data will be obtained. The ATR's will be placed at a sufficient distance from the intersections to minimize the effects of queuing and stopped vehicles.
  - Manual turn movement traffic counts will be conducted during the AM and PM peak periods (7:00-9:00 AM and 4:00-6:00 PM) at 4 locations as follows:
    1. NYS Route 7 (Duanesburg Road) and Dunnsville Road
    2. NYS Route 7 (Duanesburg Road) and Keller Avenue
    3. NYS Route 7 (Duanesburg Road) and Dolan Drive.
    4. Dunnsville Road and Golub Entrance Drive (existing)
  - The TIS will identify the hours that the data was collected and include an evaluation of weekday AM and PM peak commuter hours and peak hours of the future traffic generation, to determine the appropriate hours for analysis.
  - The daily traffic count data, as well as truck dispatch records from the Golub Warehouse site, will be reviewed to determine the annual number of truck trips along Dunnsville Road and Duanesburg Road (SR 7) within the project area, and the percentage of total truck traffic attributed to the Warehouse Expansion Site. This information will be included in the TIS for the project.
  - The TIS will also describe the existing presence or absence of pedestrian, bicycle, and mass transit facilities in the vicinity of the project site and discuss the effects of the project on these facilities.

- The study will evaluate the following intersections during both AM and PM weekday peak traffic periods:
- Existing Conditions will be evaluated at the following intersections:
  1. NYS Route 7 (Duanesburg Road) and Dunnsville Road
  2. NYS Route 7 (Duanesburg Road) and Keller Avenue
  3. NYS Route 7 (Duanesburg Road) and Dolan Drive
  4. Dunnsville Road and Golub Entrance Drive (existing)
  5. Build conditions will be evaluated at the following locations:
    6. NYS Route 7 (Duanesburg Rd.) and Relocated Dunnsville Road
    7. NYS Route 7 (Duanesburg Rd.) and Keller Ave.
    8. NYS Route 7 (Duanesburg Rd.) and Dolan Drive
    9. NYS Route 7 (Duanesburg Rd.) and New Employee/Visitor Entrance
    10. Dunnsville Road and New Employee/Visitor Entrance
    11. Dunnsville Road and Proposed Golub Truck Access
    12. Burdeck St. will be qualitatively evaluated based on available traffic studies and information obtained from NYSDOT.

### 3.4.2 Potential Impacts

- The Traffic Impact Study will include a discussion of potential traffic impacts for the study area intersections, and will detail the proposed trip generation estimates, intersection capacity (LOS) analyses, queuing analyses, effect on pedestrian, bicycle, and/or transit facilities, and signal warrant analysis for the study area intersections.
- The impacts of the proposed site development and access/circulation plan on current traffic access/circulation to abutting properties (including, but not limited to, Cumberland Farms – 515 Duanesburg Rd. and the Lands of Schmidt – 553 Duanesburg Road) will be identified and evaluated.

- Using growth projection data obtained from CDTC, 20-year design horizon conditions will be reviewed to assess future capacity needs. The new Dunnsville Road roadway will be designed so as to not preclude the installation of improvements required for this future condition.

### 3.4.3 Proposed Mitigation Measures

- If necessary based on the results of the TIS, mitigation measures will be described in this section. Mitigation may consider the placement of signage, installation of signal(s), and other traffic control measures.

## **3.5 Air Quality**

### 3.5.1 Existing Conditions

The project site is in an attainment area for air quality and as such, adverse impacts to ambient air quality are not expected.

- Existing air quality at the site will be summarized based on NYSDEC monitoring data for the most recent five-year period. Carbon Monoxide (CO) and particulate matter (PM) are typically the pollutants of concern associated with vehicle traffic generating projects. The existing CO and PM levels from the nearest monitoring station will be presented.

### 3.5.2 Potential Impacts

- NYSDOT Environmental Procedures Manual identifies a screening process to determine if project specific (microscale) air quality analyses are warranted. Generally, intersections impacted by a project, with a build condition Level of Service (LOS) C or better are excluded from microscale air quality analysis. The screening process also considers proximity to potentially sensitive receptors i.e. schools, hospitals). If, based on the results of the screening, further analysis is warranted, it will be conducted and summarized in this section.
- This screening process will be supplemented by a qualitative evaluation of the proposed development and potential changes to air emissions.

### 3.5.3 Proposed Mitigation Measures

- Proper engineering and construction techniques to reduce short-term impacts, such as fugitive dust and potential increased vehicle

emissions, will be discussed. Appropriate mitigation for vehicle related air quality impacts will be discussed.

### **3.6 Noise and Vibrations**

#### 3.6.1 Existing Conditions

- Noise measurements will be taken at the project site to document existing (ambient) noise conditions. The measurement and analysis of existing and project related noise will be completed in general conformance with the NYSDEC Policy for “Assessing and Mitigating Noise Impacts” last revised February 2, 2001 and consistent with American National Standards Institute (ANSI) Standard S1. Sound level measurements will be collected on site to document existing conditions and as a means of estimating future conditions.

#### 3.6.2 Potential Impacts

- A qualitative discussion will be provided for anticipated noise impacts projected to occur during construction.
- An analysis of the build condition (relocation of Dunnsville Road) and the impact that action may have on select receptors will be discussed. Utilizing the “Source-Path-Listener” methodology, anticipated noise levels at two (2) receptor points will be analyzed. Receptor points will be two residences located at the western limits of the National Grid Utility parcel. A discussion of the anticipated change in the noise environment resulting from the relocation of Dunnsville Road and associated truck related traffic on adjoining residential uses will be discussed with respect to the referenced NYSDEC guidance and the Town of Rotterdam’s requirements as established in Chapter 188 “Noise”. Potential changes resulting from rooftop equipment will also be analyzed.
- A qualitative discussion will be provided for increases in vibrations along Duanesburg and Dunnsville Roads that may occur due to truck traffic generated by the project.
- Two (2) intersections will be evaluated using the Traffic Noise Model (TNM) from the Federal Highway Administration (FHWA) to determine sound level changes resulting from traffic increases as result of future warehouse expansion. The Dunnsville Road intersection with Route 7, and the Dolan Drive intersection with Route 7, will be evaluated.

- The DEIS will evaluate the impact of the distribution center expansion relative to the location, circulation, idling of trucks within the distribution facility property.

### 3.6.3 Proposed Mitigation Measures

- A discussion of proposed mitigation measures to limit short-term construction generated noise impacts, as well as any identified long-term impacts, will be provided.

## **3.7 Utilities—Water and Wastewater**

### 3.7.1 Existing Conditions

- This section will include a discussion of the location of existing water and wastewater infrastructure on the project site.
- The existing average daily discharges to the wastewater collection system and average daily water demand will be summarized.

### 3.7.2 Potential Impacts

- An estimate of the water demand and wastewater generation for the distribution center expansion will be provided. This section will discuss the anticipated reduction in water demand and wastewater generation due to the planned relocation of a significant number of employees to an off-site office facility, which will be completed prior to the expansion of the distribution center.
- Potential impacts to water and wastewater infrastructure from the relocation of Dunnsville Road, if any, will be described.

### 3.7.3 Proposed Mitigation Measures

- This section will include a discussion of any upgrades or modifications to infrastructure due to the Dunnsville Road relocation.

## **3.8 Cultural Resources**

The project site is partially wooded and partially developed with a surface parking lot. A Phase 1 Archeological Investigation will be conducted for the project site.

### 3.8.1 Existing Conditions

- This section will include a brief summary of potential archeological and historic resources on and adjacent to the project site, as outlined in the Phase 1 Archeological Investigation to be prepared for the site.

### 3.8.2 Potential Impacts

- This section will describe the project's potential impacts, if any, to identified cultural resources as reported in the Phase 1 report.

### 3.8.3 Proposed Mitigation Measures

- If necessary, mitigation measures will be described and may include avoidance or recovery of any potentially significant resources.

## **3.9 Visual Resources**

### 3.9.1 Existing Conditions

- This section will describe the existing visual character of the project site and the immediate surrounding area using narrative text and photographs.

### 3.9.2 Potential Impacts

- This section will describe the proposed project's potential impacts to the visual character of the project site and adjacent area, including evaluation of the project's potential visibility from the residential neighborhood to the west of the site along Dolan Drive.
- A description of proposed site lighting will be provided.
- Visual impacts from the surrounding neighborhoods will be evaluated in accordance with DEC's Visual Impact Policy (DEP 00-2). Three (3) visual simulations of the proposed condition will also be prepared. One simulation will illustrate the view from between house #207 and #209 Dolan Drive at a point on the western National Grid property line looking toward the proposed building. One simulation will illustrate the view from the residences on the north side of Route 7 looking toward the new Dunnsville Road intersection and the third simulation will be from the vicinity of the Kellar Ave. intersection looking south/southwest.
- Although building or site development plans are not available at this time, the proposed condition will show maximum building height and

minimum building setback in accordance with Town of Rotterdam zoning regulations.

- Since the proposed warehouse expansion is conceptual, this section will include a discussion of specific analysis to be undertaken as part of site plan review, and will outline development guidelines for lighting and building placement.

### 3.9.3 Proposed Mitigation Measures

- This section will identify the analysis to be undertaken as part of Site Plan Review, the thresholds that will be required, and mitigation measures, if necessary, to reduce the visual impact of the project on adjacent properties.

## **3.10 Community Services**

### 3.10.1 Existing Conditions

- This section will identify the emergency service providers who currently serve the site, including police, fire, and emergency medical services, and will include a description of existing service areas, station locations, current staffing levels, and current response times to the site.

### 3.10.2 Potential Impacts

- This section will describe how the project may affect fire and police protection services and emergency medical services.

### 3.10.3 Proposed Mitigation Measures

- Proposed mitigation measures to offset or lessen impacts will be provided, if necessary.

## **3.11 Fiscal and Economic Impacts**

### 3.11.1 Existing Conditions

- This section will discuss the current local economic activity generated by the existing site. This will include the overall Schenectady County GDP, payroll within Schenectady County, and head count of employment within Schenectady County associated with the current use of the project footprint.

### 3.11.2 Potential Impacts

- This section will discuss the projected development phase (the period of construction) and operational phase (on a 1- through 10-year cumulative frame) of the local economic activity generated by the project. This will include the overall Schenectady County GDP, payroll within Schenectady County, and head count of employment within Schenectady County associated with the development of the project footprint. Included in this section will be an enumeration of any tax incentives or other public assistance sought for the project and an estimate of the projected return on public investment (ROPI) in the form of local GDP projected over a 1- through 10-year operational span.

### 3.11.3 Proposed Mitigation Measures

- Mitigation measures related to either a loss of local GDP associated with the project or a projected negative ROPI will be described if necessary.

## **4.0 ADVERSE UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS IF PROJECT IS IMPLEMENTED**

This section will include a discussion of the adverse environmental impacts identified in Section 3.0 that can be expected to occur regardless of the mitigation measures proposed.

## **5.0 ALTERNATIVES**

The following alternatives to the proposed project will be considered:

### **5.1 No-Build Alternative**

The “No Build” alternative will be addressed as required under 6 NYCRR 617.9(b)(5). The “No Build” alternative is the scenario that would occur if Dunnsville Road were not relocated. Under this alternative, there would also be no future expansion of the existing distribution center on the project site.

### **5.2 Alternative Layout**

This alternative will consider an alternate layout for the roadway and warehouse building. An earlier plan was considered that involved relocating Dunnsville Road to a position that is further west of its location in the proposed action, so that its western ROW boundary coincided with the eastern boundary for the National Grid parcel. This roadway alignment would allow for the future consideration of an even larger building than the

360,000 SF warehouse building being considered now, and/or allow for more parking on the site.

### **5.3 Expand on Existing Site**

This alternative will consider expansion of the existing distribution center, or construction of new distribution center space, to the south of the Applicant's existing facilities, with no relocation of Dunnsville Road. This alternative would involve expansion into areas containing wetlands that are regulated by the NYSDEC and the Army Corps of Engineers.

### **5.4 Reduced Footprint Alternative**

This alternative will consider a smaller expansion of the distribution center that would fit on the existing site and would not affect any constrained lands, including those to the south that contain wetlands.

### **5.5 Relocating Warehouse Offsite**

This alternative will consider an option of relocating warehousing activities to offsite locations, rather than creating additional warehouse space on the project site.

### **5.6 Truck Access Alternative**

Alternate locations for truck access to the site will be evaluated. These shall include the relocation of Dunnesville Road and:

- Reconstruction of the existing Duanesburg/Dunnesville Road intersection to serve as a primary truck access point to the site;
- Construction of a primary truck access point directly opposite Kellar Avenue; and
- Construction of a primary truck access point midway between Duanesburg Road and existing Dunnsville Road along relocated Dunnsville Road.

## **6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

This section will include identification of the natural and human resources listed in Section 3.0 that will be consumed, converted, or made unavailable for future use.

## **7.0 GROWTH INDUCING IMPACTS**

The proposed project's potential growth-inducing impacts are not expected to be significant, but any such impacts will be discussed in Section 7.0.

## **8.0 EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES**

Section 8.0 will discuss the energy sources to be used for the proposed project and both existing and proposed energy conservation measures utilized at the distribution center.

## **9.0 APPENDICES**

- 9.1 Correspondence (Including all SEQR documentation)
- 9.2 Traffic Impact Study
- 9.3 Stormwater Pollution Prevention Plan
- 9.4 Noise Assessment
- 9.5 Ecological Report(s)
- 9.6 Visual Assessment
- 9.7 Engineering Drawings for Roadway Relocation
- 9.8 Conceptual Plan for Future Distribution Center Expansion
- 9.9 Alternative Plan for Future Distribution Center Expansion

## **ISSUES RAISED THAT ARE NOT ADDRESSED IN THE SCOPE PER 6 NYCRR 617.8(F)(7)**

The final scope incorporates the comments and suggestions of the public, the Planning Board members, the Town staff and the Town Designated Engineer. As required by the SEQRA regulations this scope also identifies an issue that was raised which is outside the scope of SEQRA--private economic impacts. For example, several property owners have requested that Golub evaluate the values of their property as it exists now and as it will exist after the construction of the project and a commercial interest, Cumberland Farms, has asked Golub to evaluate the economic losses it allegedly may sustain as a result of the changes in access and signalization. The purpose of SEQRA is to evaluate environmental impacts and not purely economic interests. As to the

impact on surrounding residential areas and community character, that impact will be clearly addressed in the DEIS.