

Golub Project Public Scoping Comments

SCOPING DOC RESPONSE TO COMMENTS MATRIX					
COMMENT CATEGORY	COMMENTOR	Comment Source	DATE	COMMENT	DRAFT RESPONSE TO COMMENT / RESPONSIBLE PARTY
Access	Yvonne Ficke and William Cross	Letter via email	4/20/2009	1. We would like to see the current intersection for Dunnsville Road made the permanent and dedicated entrance for Golub truck traffic, with a slight modification for alignment with Keller Avenue. We believe that this area is best suited for this type of traffic as it is primarily commercial and would have a minimal impact on residential properties.	Being discussed in Section 5.0 of the DEIS (Alternatives)
Noise and vibrations	Yvonne Ficke and William Cross	Letter via email	4/20/2009	This also would keep the noise and vibrations generated from truck downshifting and breaking from being moved into a more residentially populated area around Dolan Drive and homes directly on Duanesburg Road. Note, the noise and vibration are already significant issues for many residents in this area even at its current location.	Sections 3.5 and 3.6 of the Scoping Document address noise and vibration impacts of the road relocation. These impacts will be fully described and evaluated in the DEIS.
Transportation	Yvonne Ficke and William Cross	Letter via email	4/20/2009	2. To assist the Kellar Avenue residents, the alignment of the intersection and traffic light (with appropriate sensors) would provide them with enhanced traffic flow onto Duanesburg Road. In addition, the construction of a turning lane into Golub on the eastbound lane of Duanesburg Road would provide smooth traffic flow into the Golub entrance.	Being discussed in Section 5.0 of the DEIS (Alternatives)
Transportation	Yvonne Ficke and William Cross	Letter via email	4/20/2009	3. The traffic light at the new intersection of Dunnsville Road should be made flashing during off-peak hours to facilitate increased truck traffic during this time period and reduce noise levels for residential residents. During peak hours, again through the use of appropriate sensors, signal priority could be given to Duanesburg Road to maintain free flow of truck traffic. We understand that signal programming is not a function of Golub planning, but we are merely attempting to illustrate a workable solution that will provide free flow for Golub truck traffic while minimizing the noise impact and traffic impediment to residents.	Being discussed in Section 3.4 of the DEIS.

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Vibrations	Yvonne Ficke and William Cross	Letter via email	4/20/2009	4. Improve the roadbed structure of Duaneburg Road at the point that the trucks would begin breaking and downshifting. Many residents currently feel the vibrations in our homes and are concerned about the effects this will have on our structures over time.	Applicant does not control Duaneburg Road (NYS Route 7). This would be the responsibility of NYSDOT.
Noise, lighting	Yvonne Ficke and William Cross	Letter via email	4/20/2009	5. While we believe the 35 foot expansion of the tree line (with the additional planting mentioned tonight) on the power line side of the new Dunnsville Road will help reduce the visual impact of the new warehouse, this will not provide an adequate barrier for noise or lighting. The addition of fencing, sound wall, or berm (of adequate height) will provide enhanced isolation of industrial noise.	Addressed in Sections 3.6 and 3.9 of Scoping Doc. Will be discussed in DEIS.
Visual	John and Christine Kochem	Letter	4/8/2009	One solution would be to construct a berm with pine trees planted at the top to block out the view and sound of the thousands of trucks that would be using this facility 24 hours a day, all year long, as well as mute the glare of Lights from the warehouse.	Addressed in Section 3.9 of Scoping Doc. Will be discussed in DEIS.
Air quality and noise	John and Christine Kochem	Letter	4/8/2009	Also, has an environmental study been done to assess the air pollution and noise pollution that will occur with the additional volume of trucks within such a close proximity to a residential area?	Addressed in Sections 3.5 and 3.6 of Scoping Doc. Will be discussed in DEIS.
Transportation	John and Christine Kochem	Letter	4/8/2009	Has a traffic study been done to assess the difficulty residents will have entering and leaving affected developments when trucks back up on Route 7?	Addressed in Section 3.4 of Scoping Doc. Will be discussed in DEIS.
Fiscal	John and Christine Kochem	Letter	4/8/2009	Has a study been done to ascertain the affect this mega-warehouse will have on the property values?	Impact to economic interests not covered by SEQRA, but impacts to community character will be fully evaluated in the DEIS.
Access	John and Christine Kochem	Letter	5/5/2009	Keep the current Dunnsville Road access to Price Chopper to be used exclusively by the tractor trailer traffic. A turnoff lane could be added where the strip mall (owned by Price Chopper) is currently located.	Being discussed in Section 5.0 of the DEIS (Alternatives)
Access, noise	John and Christine Kochem	Letter	5/5/2009	The new access road to Dunnsville Road could be used for cars and a tree line maintained to serve as a buffer for noise.	Being discussed in Section 5.0 of the DEIS (Alternatives)
Fiscal	Mari Warner	Letter	5/4/2009	Request a study of the effect this project will have on the assessed value of neighboring homes.	Impact to economic interests not covered by SEQRA, but impacts to community character will be fully evaluated in the DEIS.

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	Mari Warner	Letter	5/4/2009	What exactly are the benefits that this project will bring me as a resident who lives approximately 172' from the warehouse?	The overall benefits of the project will be discussed in the project description of the DEIS.
Hours of operation, Jobs	Mari Warner	Letter	5/4/2009	What would be the hours of operation for the warehouse and how many people would be employed? How many new jobs will be created (this does not include the jobs that will be transferred from Voorheesville). This information will affect the traffic study.	Section 2.0 of Scoping Document addresses hours of operation of facility. Number of jobs will be discussed in the fiscal section of the DEIS. All of these factors will be considered in the TIS.
Transportation	Mari Warner	Letter	5/4/2009	A traffic study needs to be conducted beyond the "peak" hours suggested. Presently, trucks travel at all hours of the day and night. A study of traffic for one week, 24 hours a day is requested. This study will be conducted on Dunnsville and Duanesburg Road running both east and west.	Addressed in Section 3.4 of Scoping Doc. Will be discussed in DEIS.
Transportation	Mari Warner	Letter	5/4/2009	A traffic study is requested at the Voorheesville warehouse which will indicate travel at a warehouse operating at half of the capacity of the proposed warehouse.	The potential traffic impacts of the proposed project will be fully evaluated in the TIS.
Fiscal	Mari Warner	Letter	5/4/2009	The Golub corporation will be receiving tax incentives in order to expand. List these incentives and what will these incentives cost the taxpayers of Rotterdam. What will they cost the taxpayers of the Schalmont School District?	Addressed in Section 3.11 of Scoping Doc. Will be discussed in DEIS.
Land use, noise, visual	Mari Warner	Letter	5/4/2009	This project is not compatible with the surrounding area west of the site. How exactly will Golub make it compatible? What landscaping and lighting control will be used so as not to affect the residences? What noise barrier will be used beyond the 30' of trees so that the noise level will be unobtrusive?	Land use compatibility is addressed in Section 3.1 of the Scoping Doc. Will be discussed in DEIS. Landscaping and lighting controls are addressed in Section 3.9 of the Scoping Doc and will be discussed in the DEIS. Noise is addressed in Section 3.6 of the Scoping Doc and will be discussed in the DEIS.

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Air quality	Mari Warner	Letter	5/4/2009	Existing air quality studies at the proposed site based on the last 5 years is not an adequate study. This does not measure CO2 levels that increase due to the proposed change of Dunnsville Road. Emissions from the stop and go traffic can't be measured at this time. Further screening needs to be mandated.	Will be discussed in Section 3.5 of the DEIS.
Zoning	Mari Warner	Letter	5/4/2009	It is not understood why the Town Board has not addressed the change of zone that is required for this project to go forward. It makes sense to change the zone prior to spending money and time on a DEIS. When will Golub obtain a change of zone for their property.	Zoning is addressed in Section 3.1 of the Scoping Document and will be discussed in the DEIS. The SEQRA review includes the zone change and must precede the zone change.
Ecology	Mari Warner	Letter	5/4/2009	What is the involvement of the Albany Pine Bush with the parcel of land that is being discussed?	This will be discussed in Section 3.3 of the DEIS.
General	Mari Warner	Letter	5/4/2009	List how this project does not affect my quality of life as a neighboring resident.	The purpose of the DEIS is to disclose all potential environmental impacts of the action. The project's impact on quality of life will be described in terms of its impact to the 11 categories of resources evaluated in the DEIS.
Transportation	Mari Warner	Letter	5/4/2009	Consider the danger of exiting Dolan Drive should Dunnsville Road get relocated and a traffic light be placed at the intersection of Duanesburg Road. It is difficult getting out of Dolan Drive as it is and the traffic light along with increased traffic will make it not only difficult, but dangerous. A traffic light at Dolan Drive will have to be added.	Addressed in Section 3.4 of Scoping Doc. Will be discussed in DEIS.
Growth Inducing	Mari Warner	Email to Peter Comenzo	5/9/2009	It is known that Golub has offered to buy homes across Duanesburg Road, opposite of the parcel of land that is being discussed for this project. These offers have been made so that a turning lane can be made for the traffic turning. Four of the homes have accepted the offer. Golub indicates that potential growth-inducing impacts are not expected to be significant. I feel this addition to the project is VERY significant and needs to be made public. Once this area is torn down, residence on Old Fort Road will be impacted to a greater extent than they feel they are with the proposed project as it is.	This will be discussed in Section 7.0 of the DEIS.

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General	Julius Pasquariello	Letter	5/5/2009	General comments against project	
General	John McAuliffe	Letter	5/5/2009	What are your plans to protect the residential neighborhood from increased traffic, lighting, poorer air quality and inadequate buffers.	These impacts will be evaluated in the DEIS.
General	John McAuliffe	Letter	5/5/2009	Are the NYS DEC, DOH, and DOT involved and will they be reviewing and be required to approve?	NYSDEC and NYSDOT are listed as involved agencies in the Scoping Document. DOH is not an involved agency.
Noise	John McAuliffe	Letter	5/5/2009	The noise of trucking will be greatly increased in the Dolan Drive area - as the trucks will need to downshift and brake to enter the new entrance planned by this residential area. What studies will be done and what are the plans to mitigate problems?	Addressed in Section 3.6 of the Scoping Document and will be evaluated in the DEIS.
Alternatives	John McAuliffe	Letter	5/5/2009	New planned entrance of road is so close to Dolan Drive's only access it will be extremely difficult to enter and exit the neighborhood. Property values will be harmed because of added difficulty. How will emergency vehicles have quick access to this neighborhood (as there are many elderly people and people with health problems in this neighborhood). What are the other options that are being presented? I am requesting the Town of Rotterdam and Clough Harbor to study and present all options. Why would a new entrance be planned next to a residential area when Golub already has an entrance in a commercial area? If Golub has been a strong supporter of Rotterdam and the people here, why are they trying to destroy a long established neighborhood of over 30 homes, when there are so many other options?	Alternatives are addressed in Section 5.0 of the Scoping Document and will be evaluated in the DEIS.
Zone change	John McAuliffe	Letter	5/5/2009	Why are Rotterdam officials even considering a zone change that will allow a loud road and industrial zoning to surround the property of a senior couple (Schmidt) that do not want to move because of disability issues? They had lived by other residential homes that have been purchased and demolished by the Golub Corporation.	Zoning is addressed in Section 3.1 of the Scoping Document and will be evaluated in the DEIS.
	John McAuliffe	Letter	5/5/2009	Why has Golub been allowed to destroy and tear down complete sections of residential neighborhood, change the look and feel of a complete area while they evidently planned to change a residential area to business?	Comment does not pertain to the scoping document.

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Zoning	John McAuliffe	Letter	5/5/2009	How are these requested changes not considered Spot Zoning?	Zoning is addressed in Section 3.1 of the Scoping Document and will be evaluated in the DEIS.
Fiscal	John McAuliffe	Letter	5/5/2009	What number of jobs and tax base will be lost to Rotterdam when the office facilities are moved to the City of Schenectady?	These impacts were evaluated previously. They will be discussed in the fiscal section of the DEIS.
Transportation	John McAuliffe	Letter	5/5/2009	I am requesting information from a study provided (or one to be done) regarding the number of truck trips that will enter and exit new road (per maximum build on site). How traffic would be lined up on Duanesburg Road. What is the increase of truck traffic? Requesting study showing how much (time) access to Dolan Drive would be blocked with maximum increase in traffic.	Addressed in Section 3.4 of Scoping Doc. Will be discussed in DEIS.
	John McAuliffe	Letter	5/5/2009	Since this land was originally purchased and intended for a low impact office building space (with minimal increase in truck traffic) hasn't Golub caused a self-created hardship by wanting to use it for other purposes now?	Addressed in project description of DEIS
Fiscal	John McAuliffe	Letter	5/5/2009	Golub is removing hundreds of jobs from Rotterdam (along with existing office space changing to lower taxed warehouse space). Is Golub being offered any incentives to change present structures and also build additional warehouse space?	Addressed in fiscal section of DEIS
Fiscal	John McAuliffe	Letter	5/5/2009	Why is the Town of Rotterdam considering ruining the value and living conditions of the Dolan Drive area (over 10 acres) and other homes outside of Dolan Drive to rezone a small area that might not ever be built on - but a road will be built that will impact a complete residential area and ruin their living conditions and ruin the assessed values of these properties (decreasing Rotterdam tax base even further)?	Impact to community character will be fully evaluated in the DEIS.
	John McAuliffe	Letter	5/5/2009	Why has there been no involvement in any of the public meetings (to date) by our elected officials - when a residential community living conditions and home values need to be protected and guidance provided?	Comment does not pertain to the scoping document.

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Buffer	John McAuliffe	Letter	5/5/2009	The plans call for only a 35-foot buffer from the road to the Dolan Drive neighborhood. What is the normal buffer for a heavy used road for trucks and why has a buffer that is so small to a residential neighborhood been requested?	The buffer as mitigation will be evaluated in the DEIS.
	John McAuliffe	Letter	5/5/2009	Under what authority will a public road be given to a private company?	Dunnsville will remain a public road.
Ecology	John McAuliffe	Letter	5/5/2009	Where are the Lupine plants, pitch pine and pine barrens located on this land? Will any of them be disturbed by this project? How will this affect the Karner blue butterfly, the Frosted Elfin, and any other species?	Addressed in Section 3.3 of the Scoping Document and will be evaluated in the DEIS.
Ecology	John McAuliffe	Letter	5/5/2009	Have any presence/absence surveys been previously conducted on any of this property, what is the date they were done and what were the results?	Addressed in Section 3.3 of the Scoping Document and will be evaluated in the DEIS.
Alternatives	John McAuliffe	Letter	5/5/2009	Why is this project not moving into the Rotterdam Industrial Park (Army Depot) that already has the infrastructure in place?	Will be discussed in Section 5.0 of the DEIS (Alternatives)
	John McAuliffe	Letter	5/5/2009	At what point will you be releasing the impact studies to the public?	Once completed and accepted for public review, the DEIS will be available and posted on an easily accessible website.
Land use	Thomas Yuille	Letter	5/5/2009	1. Rezoning this parcel to 1-1 (Light Industrial) would drastically change the character of the adjoining neighborhoods. This has always been a residential area matching the areas to the west.	Will be discussed in Section 3.1 of the DEIS.
Air quality and noise	Thomas Yuille	Letter	5/5/2009	2. The relocation of a portion of Dunnsville Road would create a hardship, on the residents of Dolan Drive. The noise from the commercial truck traffic that would be accessing this facility on a 24 hour 7 day a week basis would be a major concern, not to mention the air pollution caused by all the commercial vehicles using this new road.	Will be discussed in sections 3.5 and 3.6 of the DEIS.

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Transportation	Thomas Yuille	Letter	5/5/2009	3. A Golub representative at a previous meeting gave me an estimate that presently there are approximately 1000 Golub trucks that leave this site each week. Additionally there are also approximately 500 vendor trucks that come to this site each week to deliver products. That gives us a current total of almost 1500 trucks per week that would be using the new Dunnsville Road. Let's not forget that all the Golub trucks that leave their site will be returning some time that week and the vendors' trucks will probably be exiting the same day they arrive. Now the total number of trucks is doubled giving us a total of approaching 3000 trucks or more that will be using this new road each week. These numbers do not reflect the countless numbers of passenger vehicles that will also be using this new road.	Addressed in Section 3.4 of the Scoping Document and will be evaluated in the DEIS.
Transportation	Thomas Yuille	Letter	5/5/2009	4. The proposed addition of over 400,000 square feet of warehouse space and the possibility of additional Price Chopper retail stores in the coming years will certainly also bring many more trucks in and out of this facility each week.	Will be evaluated in section 3.4 of the DEIS.
Noise	Thomas Yuille	Letter	5/5/2009	5. The truck traffic on the relocated section of Dunnsville Road will also create additional noise because these truck will be starting and stopping at the traffic signal at the intersection of Dunnsville and Duanesburg Roads. These trucks will then again be required to stop and start at the STOP signs at the intersection where old Dunnsville Road meets the new Dunnsville Road. The truck traffic entering and leaving the Golub facility will also be required to stop and start at this intersection.	Addressed in Section 3.6 of the Scoping Document and will be evaluated in the DEIS.
land use	Thomas Yuille	Letter	5/5/2009	6. One important fact to keep in mind is that this newly relocated section of Dunnsville Road will be located approximately 200 feet from the one-family residential properties on Dolan Drive.	Land use compatibility and community character are addressed in Section 3.1 of the Scoping Doc and will be discussed in DEIS.

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Transportation	Thomas Yuille	Letter	5/5/2009	7. The new traffic signal at the intersection of Duanesburg Road and the new section of Dunnsville Road will also cause a back up of truck and car traffic on Duanesburg Road making it almost impossible to safely exit Dolan Drive onto Duanesburg Road. This stopping and starting of traffic on Duanesburg Road at this new traffic signal will also cause an excess amount of noise and vibration to the surrounding homes on Duanesburg Road and Dolan Drive.	Addressed in Section 3.4 of the Scoping Document and will be evaluated in the DEIS.
Noise	Thomas Yuille	Letter	5/5/2009	8. Lastly, we must also take into account the normal noises that would be associated with the 24/7 operation of a 360,000 square foot warehouse facility as proposed under the expansion portion of the Golub plan.	Addressed in Section 3.6 of the Scoping Document and will be evaluated in the DEIS.
Alternatives	Thomas Yuille	Letter	5/5/2009	1. Leave the existing 10-acre parcel, as it is today, with the possibility of another future project more suitable for this area and adjoining neighborhoods.	Addressed in Section 5.0 of the Scoping Document (No build alternative) and will be evaluated in the DEIS.
Alternatives	Thomas Yuille	Letter	5/5/2009	2. Relocate Dunnsville Road and the existing entrance to the Golub facility so that it is now aligned with Kellar Avenue. Relocate the traffic signal at the Duanesburg Road and Dunnsville Road intersection to help solve the traffic congestion problems that exist for vehicles trying to exit Kellar Avenue.	Addressed in Section 5.0 of the Scoping Document and will be evaluated in the DEIS.
	Thomas Yuille	Letter	5/5/2009	3. Once the new Golub office building is finished in downtown Schenectady there will be no need to keep the existing office building at the current Golub facility. This building can be demolished to make room for additional warehouse space. I would estimate that this new space would create be between 150,000 to 200,000 square feet of additional new warehouse space.	The space currently utilized for offices will be renovated into warehousing space and will be evaluated in the DEIS.
	Thomas Yuille	Letter	5/5/2009	4. This newly created warehouse space would give Golub the ability to relocate its facility currently located in Voorheesville to the Rotterdam facility as they had proposed with the existing project.	The space currently utilized for offices will be renovated into warehousing space.

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Alternatives	Thomas Yuille	Letter	5/5/2009	5. Rotterdam Industrial Park recently announced that they would be demolishing warehouse buildings #9 and #10 inside their park to create a shovel ready site for prospective tenants to occupy a 500,000 square foot warehouse building. They stated at the last Rotterdam Town Board meeting that they currently do not have a tenants) for this project. This would give Golub the prefect opportunity to obtain a new warehouse facility inside a secure industrial park. Golub is currently operating a 152,000 square foot freezer facility inside this same industrial park and this operation seems to be working well for them.	Addressed in Section 5.0 of the Scoping Document and will be evaluated in the DEIS.
Alternatives	Thomas Yuille	Letter	5/5/2009	6. This would give Golub a time frame where they could attempt to renegotiate with the Army Corp of Engineers to try and come up with a workable solution for the use of some of the 90 acres of land located behind their current facility. Possibly the Town of Rotterdam and local residents could assist Golub with these negotiations.	Section 5.0 of the Scoping Document addresses an alternative which considers utilization of the wetland area. This will be evaluated in the DEIS.
Visual	Thomas Yuille	Letter	5/5/2009	1. Is this the look (Warehouse Row) that the Town of Rotterdam wants to convey to visitors entering the western end of town coming from the NYS Thruway?	Will be addressed in Section 3.9 of the DEIS.
Fiscal	Thomas Yuille	Letter	5/5/2009	2. What affect will this project and its location have on the assessed values of our homes?	Impact to economic interests not covered by SEQRA, but impacts to community character will be fully evaluated in the DEIS.
General	Thomas Yuille	Letter	5/5/2009	3. How does this project not have a drastic affect on my quality of life as a resident located adjacent to this project?	The purpose of the DEIS is to disclose all potential environmental impacts of the action. The project's impact on quality of life will be described in terms of its impact to the 11 categories of resources evaluated in the DEIS.
Air quality	Thomas Yuille	Letter	5/5/2009	4. How will the truck traffic affect the air quality for local residents?	Addressed in Section 3.5 of the Scoping Document and will be evaluated in the DEIS.
Transportation	Thomas Yuille	Letter	5/5/2009	5. The traffic study as proposed win not give an accurate picture of the total number of vehicles currently entering and leaving the Golub facility. The Traffic Study needs to be expanded to an accurate count of all vehicles for a 24-hour period over a 7-day workweek.	Addressed in Section 3.4 of the Scoping Document and will be evaluated in the DEIS.
Transportation	Thomas Yuille	Letter	5/5/2009	6. How many Golub trucks leave and enter this facility in a 7-day period?	Addressed in Section 3.4 of the Scoping Document and will be evaluated in the DEIS.

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Transportation	Thomas Yuille	Letter	5/5/2009	7. How many vendor trucks enter and leave this facility in a 7-day period?	Addressed in Section 3.4 of the Scoping Document and will be evaluated in the DEIS.
	Thomas Yuille	Letter	5/5/2009	8. Is Golub Corp. planning to build any additional supermarkets in the next five years that would create more truck traffic at this site?	This will be addressed in the project description.
Visual	Thomas Yuille	Letter	5/5/2009	9. What mitigation measures are being proposed to reduce the visual impact of this project to the residents at the northern and westerly boundaries of the site?	Addressed in Section 3.9 of the Scoping Document and will be evaluated in the DEIS.
Noise	Thomas Yuille	Letter	5/5/2009	10. What mitigation measures other than a 35-foot strip of property with trees does Golub propose to implement to reduce the noise on surrounding residents?	Addressed in Section 3.6 of the Scoping Document and will be evaluated in the DEIS.
Noise	Thomas Yuille	Letter	5/5/2009	11. Is Golub considering erecting a noise wall similar to the one currently in use on Alternate Route 7 in Latham?	Potential noise mitigation Will be addressed in Section 3.5 of the DEIS.
	Thomas Yuille	Letter	5/5/2009	12. What is the height of the proposed new warehouse, how many employees will they have at full build-out and will this warehouse be a 24/7 operation?	Addressed in Section 2.0 of the Scoping Document and will be evaluated in the DEIS.
	Thomas Yuille	Letter	5/5/2009	13. What types of products will be stored in this new warehouse and in which direction do the loading dock doors face?	Will be addressed in Section 2.0 of the DEIS.
	Thomas Yuille	Letter	5/5/2009	14. Why does the existing truck entrance to the Golub facility need to be moved to the westerly edge of the Golub property?	Will be addressed in Section 2.0 of the DEIS.
Visual	Thomas Yuille	Letter	5/5/2009	15. How will the lighting plan be designed so that it does not affect the local residents?	Addressed in Section 3.9 of the Scoping Document and will be evaluated in the DEIS.
Stormwater	Thomas Yuille	Letter	5/5/2009	16. What storm water control methods will be employed to prevent water from running off onto adjoining properties?	Addressed in Section 3.2 of the Scoping Document and will be evaluated in the DEIS.
	Thomas Yuille	Letter	5/5/2009	17. Please list the benefits that I will see with this relocation of Dunnsville Rd. and the construction of a 360,000 square foot warehouse so close to my property.	The overall benefits of the project will be discussed in the project description of the DEIS.
Zoning	Thomas Yuille	Letter	5/5/2009	18. When will the Golub Corp. go to the Rotterdam Town Board to obtain a Change of Zone on their property?	Zoning is addressed in Section 3.1 of the Scoping Document and will be evaluated in the DEIS.
	Thomas Yuille	Letter	5/5/2009	19. What are the tax losses to the Town of Rotterdam as of result of Golub relocating its offices to downtown Schenectady and replacing them with warehouses?	These impacts were evaluated previously. They will be discussed in the fiscal section of the DEIS.

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Fiscal	Thomas Yuille	Letter	5/5/2009	20. Please list any financial incentives that the Golub Corporation is receiving or plans to apply for such as Empire Zone Status, PILOT, and PIF.	Will be evaluated in Section 3.11 of the DEIS.
Fiscal	Thomas Yuille	Letter	5/5/2009	21. How much will these financial incentives end up costing the taxpayers of Rotterdam and also the Schalmont School District taxpayers?	Will be evaluated in Section 3.11 of the DEIS.
General	Jan Green	Letter	5/5/2009	Our Elected Town Officials of Rotterdam have given into large developers for too long. Now Golub Corp wants You to cave again and give into more industrial development within this beautiful town. Golub Corp is asking permissions from the town board & zoning commission to develop vacant land owned by Golub into a 480,000 sq ft warehouse & change the current zoning of this land from agriculture to Industrial. This land had been previously developed with single family homes which Golub purchased/ tore them down knowing this land was zoned agricultural.	The requested zone change will be evaluated in the DEIS.
Ecology	Jan Green	Letter	5/5/2009	The wooded area on this land stood for decades a natural wonder, which these woods harbor many species of wildlife and give the Town of Rotterdam bragging rights to being home of the New Karner Blue Butterfly, also known as Monarch. Also NYS blue birds find food within those boundaries of that property. To destroy this natural patch of land would be a crime against nature and man.	Addressed in Section 3.3 of the Scoping Document and will be evaluated in the DEIS.
	Jan Green	Letter	5/5/2009	Golub corp has relocated their office building to Nott St in Sch'dy and will be raising its own office complex so that Golub Corp will have more space to develop warehouse space within its current headquarters + within their 90 acre parcel. Golub Corp just wants everybody on the Town Board to put on Blinders and look at this warehouse expansion as a Good deal for Rotterdam when in fact it is very WRONG for so many reasons.	General comments in opposition to the project.
Zoning	Jan Green	Letter	5/5/2009	Keep this in mind when you vote for this, If you give Golub permission to expand on this parcel of land and change the zoning this time , You will not be able to say No to any other future industrial development along Duanesburg Rd.	Zoning is addressed in Section 3.1 of the Scoping Document and will be evaluated in the DEIS.

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General	Jan Green	Letter	5/5/2009	If you plan on voting Yes to this development You should change All of Duanesburg Rd. to industrial so that All the property owners can sell their land to industrial developers as that is all their land is good for. Make the whole area Industrial basically. I am TOTALLY against further industrial development along Duanesburg Rd.	General comments in opposition to the project.
	Jan Green	Email to Town officials	4/21/2009	General comments in opposition to the project.	General comments in opposition to the project.
Alternatives	Jan Green	Email to Town officials	4/27/2009	Leave light industrial where golub currently exists and expand within that complex	Will be discussed in Section 5.0 of the DEIS (Alternatives)
Transportation	Jan Green	Email to Town officials	4/27/2009	Propose NYSDOT make on/off ramps from Dunnsville road onto NYS thruway east/west	Not within the scope of feasible alternatives.
Transportation	Jan Green	Email to Town officials	4/27/2009	Propose new rainbow bridge over the R&R tracks within the new golub campus directly into the Rotterdam Industrial park taking tractor trailer traffic completely off Route 7	Not within the scope of feasible alternatives.
	Jan Green	Letter with newspaper article	5/5/2009	General comments in opposition to the project.	General comments in opposition to the project.
	Richard Malaczynski	Letter	5/5/2009	It is in violation to review the project in stages, the action is the relocation of Dunnsville Road and development of the warehouse distribution facility. The project may not be segmented.	The DEIS will review the entire action - the road relocation and the warehouse expansion as required by SEQRA.
Land Use	Richard Malaczynski	Letter	5/5/2009	The amendment of a Comprehensive Plan is in and of itself a SEQR process. §617.4 Type I Actions, subsection (b) (3) the granting of a zoning change, at the request of an applicant, for an action that meets or exceeds one or more of the thresholds given elsewhere in this list; and referencing activities defined in (b) (6) (i) and (iv). The activities are land disturbance of 10 acres or more, and 100,000 square feet of footprint criteria.	The SEQR review for the proposed project will include an evaluation of the comprehensive plan amendment.
	Richard Malaczynski	Letter	5/5/2009	If Dunnsville Road is to be relocated abutting the National Grid transmission easement, the applicant will have to coordinate with this agency to identify any special precautions such as guard rails along the roadway to prevent errant traffic from hitting a transmission tower. This would be a result of road relocation.	The Applicant will coordinate with National Grid throughout the project review process.

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Fiscal	Richard Malaczynski	Letter	5/5/2009	The applicant must identify during the study any and all tax incentives offered or projected as this has an impact on the benefits. Although IDA project status may be declared after a project is constructed, such a measure circumvents SEQR.	Will be discussed in Section 3.11 of the DEIS.
Transportation	Richard Malaczynski	Letter	5/5/2009	The original traffic volume numbers from this study [Town Comp Plan from 2001] needs to be compared and incorporated into the Draft Environmental Impact Study. A traffic study along Dunnsville Road south of Horizon Boulevard needs to be conducted to assess current traffic conditions vs. project conditions. This will help to estimate the volume of additional traffic that will detour around the Rte. 7 corridor due existing and additional tractor trailer traffic on the Rte. 7 corridor.	A new traffic impact study will be prepared for the project.
Wastewater	Richard Malaczynski	Letter	5/5/2009	A Wastewater Treatment Plant Capacity study needs to be completed to assess the impact of the proposed project. As part of this study, a list of pending Town of Rotterdam projects and expected discharges needs to be included so a cumulative impact can be assessed.	Will be addressed in DEIS.
Fiscal	Richard Malaczynski	Letter	5/5/2009	The study must include property devaluation information for having Light Industrial zoning changes where pre development conditions had more buffer area.	Impact to economic interests not covered by SEQRA, but impacts to community character will be fully evaluated in the DEIS.
	Richard Malaczynski	Letter	5/5/2009	The study needs to indicate if the proposed activity creates any danger to surrounding residents. For example, this might include something like anhydrous ammonia for refrigeration which is extremely dangerous to respiratory function in the event of an accident and a leak. This is also echoed in SEQR §617. 7 Determining Significance, subsection (c) (1) (vii) "the creation of a hazard to human health;" This is inclusive of all environmental factors including impairment of the existing character of a neighborhood.	Will be discussed in the project description of the DEIS.

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Alternatives	Albert Bromberg	Letter	5/6/2009	Fully evaluate Alternative 5.3--Expand on Existing Site. Specifically, look at the 42 acres south of the existing facilities. This area is in a more isolated location, which would have a lesser impact on the neighboring population. It is bounded on three sides by a railroad right-of-way, the NYS Thruway and the National Grid parcel. Although this 42 acres is the subject of special restrictions imposed by the NYSDEC and the USACOE for mitigation of the loss of wetlands in prior projects, the applicant should petition to reopen these restrictions and conditions (hopefully with the support of the Town) and "think outside the box" in developing innovative solutions which will have much less impact on the surrounding neighborhood. If loss of wetlands in this parcel is still an issue, improvement of existing or construction of new wetlands in another location is an alternative which has been used by regulatory agencies on other projects to compensate for wetland loss.	Included in Scoping Document and will be evaluated in DEIS.
Alternatives	Albert Bromberg	Letter	5/6/2009	In a similar fashion, evaluate Alternative 5.4--Reduced Footprint Alternative and Alternative 5.5--Relocating Warehouse Onsite toward reducing quality of life impacts to the surrounding neighborhood. This could include limiting the warehouse expansion to the present Golub property "footprint", without using the recently acquired property between Dunnsville Road and Duanesburg Road. Another alternative is to locate an expansion in another area such as the Rotterdam Industrial Park.	Included in Scoping Document and will be evaluated in DEIS.
Alternatives	Albert Bromberg	Letter	5/6/2009	If the expansion of the Golub warehouse facility remains in the currently suggested location, the neighborhood would be better served by maintaining the present entrance to the Golub Corporation as the permanent truck entrance to the Golub facility. Align the junction of Dunnsville Road (including the Golub entrance) with the junction of Kellar Avenue and Duanesburg Road to facilitate the movement of local traffic onto Duanesburg Road and to minimize the number of intersections and traffic lights on Duanesburg Road.. Reconstruct Duanesburg Road with adequate turning lanes and structural integrity to minimize noise and vibration.	Included in Scoping Document and will be evaluated in DEIS.

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Alternatives	Mr. & Mrs. Dan Lair	Letter	5/7/2009	<p>There is presently a 30 acre site located west of the I 88 - I 90 exit onto Duanesburg Road - Route 7. This project site is located in the Towns of Rotterdam 15 +/- acres and Princetown 12+/-, and is about 1,500 feet west of the thru-way exit onto Route 7 and referred to as the McLane Project. This property is zoned light Industrial/Commercial and is shovel ready for a 270,000 square foot distribution center or larger and the site is located exactly where it should be located to correct the present and future traffic problems that are occurring on Duanesburg Road as a result of the tractor trailer problems from this thruway exit east to Dunnsville Road.</p>	<p>Evaluation of alternative sites is included in the Scoping Document and will be provided in the DEIS.</p>
Alternatives	Mr. & Mrs. Dan Lair	Letter	5/7/2009	<p>The relocation of this Golub off site distribution warehouse from Slingerlands to about a mile or so from Golub's present plant, is exactly what the Town of Rotterdam as well as the hundreds of the anti Dunnsville Road relocation residents need and want for one simple reason: The hundreds of tractor trailers now exiting the thru-way to arrive at the new Golub warehouse would take a right hand turn east on Duanesburg Road- Route 7 to enter this already approved distribution center site, which is about 1,500 feet west of this thru-way exit. This would mean that mostly all Golub tractor trailer trucks exiting the thru-way would not travel east on Route 7 to the present or proposed Dunnsville Road entrance as this new warehouse location would be to the west of the exit. Further this would put an end to any thru-way (1-90) and 1-88 traffic heading east or west to or from Dunnsville Road to the thru-way and would be a logical ending and a positive solution to a large portion of the present or future truck traffic on Duanesburg Road.</p>	<p>Evaluation of alternative sites is included in the Scoping Document and will be provided in the DEIS.</p>

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Alternatives	Raymond Stanton	Letter	5/10/2009	I am happy that the Golub Corporation is willing to build something in our town, however they should be encouraged to build within the Rotterdam Industrial Park, as it is already zoned industrial, and is further away from residences. Golub should have an opportunity to build in the Industrial Park, to help increase our tax base. After all, they appear to be abandoning the Town of Rotterdam, when they vacate 2 major office buildings in our area. New construction in the area would help keep our taxes from rising. Residential residents have seen their taxes increase faster than the cost of living rate, while residents near the proposed construction site would definitely see their home values decrease due to noise, traffic, and a 24-hour operation.	Evaluation of alternative sites is included in the Scoping Document and will be provided in the DEIS.
General	Raymond Stanton	Letter	5/10/2009	Many neighbors feel that Golub has pulled a bait and switch operation. First it was going to be an office building, that would be quiet after 5PM, but now we are asked to consider a 24/7 operation that is noisy, and detrimental to our peaceful quality of life. Many families already refuse to live in this area if they have children. Families see the main highway as a threat to small children, and too big of a potential hazard to live on Route 7.	General comment; noise and traffic will be evaluated in the DEIS.
Transportation/Vibrations	Raymond Stanton	Letter	5/10/2009	I am most concerned about the moving of the traffic light into a residential neighborhood that has been there since 1955. Many of these homes on Duanesburg Road have been here since the early 1950's and have enjoyed peace and quiet. Moving the traffic light and Dunnsville Road will require widening Route 7. Many of these homes do not have a lot of land in the front yard to give up to a road, or want to deal with the issue of drainage off a road. In addition to the fact that many of these homes have wet plaster walls, instead of sheetrock. These homes suffer from constant cracking, and shaking from the tractor trailer traffic now. Moving Dunnsville Road will not only cause traffic to be backed up into our neighborhood, but will increase the truck traffic by close to 3000 more trucks per week. Product that used to be delivered to Voorheesville, will now be delivered to the Rotterdam Warehouse. You are not just moving truck traffic from Dunnsville Road, you are pulling truck traffic from Voorheesville to Duanesburg Road.	This will be discussed in the DEIS.

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Alternatives	Raymond Stanton	Letter	5/10/2009	I request that the Planning Board look into the opportunity of Golub Corporation build their new warehouse in the Rotterdam Industrial Park. It is already zoned industrial. This would help replace the income Galesi Group will be losing when Price Chopper vacates the old Bit-Wise building. We already know half of the industrial park is empty, and we also know Galesi plans on tearing down two buildings to make building sites.	Evaluation of alternative sites is included in the Scoping Document and will be provided in the DEIS.
Transportation	Raymond Stanton	Letter	5/10/2009	I strongly feel that the Town, State, and Price Chopper need to look into the possibility of building a truck only exit from the Thruway 1-90 to the back of the Golub Warehouse. I realize this property has some wetlands. However if you only build a road, and have it as a salt free zone like they do in Massachusetts on all bridges over a river, then a road could co-exist with nature. They could even build a bridge over the railroad tracks into the Industrial Park. This would be a win-win situation for both Golub and the neighborhood, as well has help any industrial development for the Galesi Group.	Not within the scope of feasible alternatives.
General	Mr. & Mrs. George St. John	Letter	5/7/2009	My wife and I have lived on Dolan Drive for many years. I have never made any phone calls or wrote any letters to the Town or Golub Company concerning the late night noise that comes from the trucks, loading and unloading, the Beep, Beep Beep of the backing up, all of which is a major part of the Golub business. It happens every night, as well as the daily truck noise, down shifting, air pollution and problems getting in and out of Dolan Drive because of the major truck and car traffic on Duansburg Road. This happens with the present entrance to Dunnsville Road being approximately 972 feet east of Dolan Drive. We have never complained to anyone as the Golub office and warehouses were located here before us, and we knew that we would have to put up with this and have been quietly doing so.	The DEIS will evaluate traffic and noise.
General	Mr. & Mrs. George St. John	Letter	5/7/2009	The present Golub plan before the board of relocating the entrance of Dunnsville Road 800 feet west of its current location, and only 57 yards from the Dolan Drive entrance, and the 30 or so homes located in this fine residential community, only to construct a new on site warehouse, is quite another matter that must not be allowed to happen.	General comment; impact on community character will be evaluated in the DEIS.

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General	Mr. & Mrs. George St. John	Letter	5/7/2009	<p>To accomplish this mammoth plan Golub had purchased all of the homes on the western side of Dunnsville Road, starting from behind the strip mall which they own, located at the present intersection of Duanesburg Road and Dunnsville Road, going south to the National Grid power lines. They also have purchased all of the homes except one on the south side of Duanesburg Road from the strip mall up to the National Grid power lines which is where the new entrance to Dunnsville Road is now being proposed and is approximately 172 feet from the Dolan Drive entrance.</p>	General comment on the scope of the project.
Alternatives	Mr. & Mrs. George St. John	Letter	5/7/2009	<p>1: Although Golub has expended a lot of money to put forth its plan as presently being examined I believe Golub should contact the Army Core of Engineers, other State agencies as well as our State Senators & Assembly persons to be allowed to perform wetland mitigation for the 90 acres of wetlands on their site & build the appropriate amount of wetlands elsewhere. Golub may have already attempted to do this but I believe if the proper authorities get involved it could be done. This was done by the developers of the BJ's property located on Campbell Rd in order for them to go forward, I am sure this should be able to be accomplished for Golub. If this occurred the warehouse could be constructed on this site, the entrance of Dunnsville Rd could be kept in its same location & this plan would be beneficial to those Dolan Dr. residents & hundreds of other residents and non residents who use this busy road to get the thru-way & I-88 as well as to Shalmon. Also property values would not be impacted as much as if the new entrance is constructed as proposed & traffic, noise & air quality would also be benefited.</p>	This will be evaluated in the DEIS.

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	Mr. & Mrs. George St. John	Letter	5/7/2009	2: The planned location of the Dunnsville Road entrance and exit is located on the east side of the National Grid power line property. This is approximately 172 feet from the entrance to Dolan Drive. This distance is rather short and although Golub's representatives already state Dolan Drive will not be blocked, they are not correct in this assumption. It is presently difficult to turn east or west onto Duanesburg Road especially going or coming from work at peak times. If this entrance is moved 800 feet west of its present location it will almost be impossible. It will take 2 tractor trailers and a couple of cars stopped at the inside lane at the light of the new entrance for the Dolan Drive entrance to be blocked. Further if a second lane is constructed it will be more than difficult to enter the same even if all traffic lights are coordinated as they plan. This realignment of Dunnsville Road as planned is not adequate for the present additional traffic and transportation system.	Traffic will be evaluated in the TIS and DEIS, as well as alternative alignments.
	Mr. & Mrs. George St. John	Letter	5/7/2009	3: A new exit should be constructed from the thru-way to accommodate truck traffic into Golub and Galesi Group. This could be done with Wet Land midigation as indicated above, and I am sure the Galesi Group would get involved with this plan. Tractor Trailer traffic would certainly be alleviated. This is something that must be attempted as the present Golub plan will not accomplish this.	Not within the scope of feasible alternatives.
Alternatives	Mr. & Mrs. George St. John	Letter	5/7/2009	4: My most important suggestion is to have Golub construct the new warehouse to the west of the thru-way entrance to Route 7 to the 30 acre shovel ready totally approved land of the McLane project previously approved by the Planning Commission. There are about 17 acres in Rotterdam and 13 acres in Princetown all ready to go. This would alleviate all truck traffic from the thru-way by Golub trucks east on Route 7 to their present or proposed warehouse and be a long term solution for truck traffic in this area which the present plan will not accomplish.	Evaluation of alternative sites is included in the Scoping Document and will be provided in the DEIS.
General	John and Christine Kochem	Letter	5/18/2009	1. This is a residential area. If the Town changes the zoning to accommodate Golub, it will Still be residential. Residents are not going to disappear.	General comment

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General	John and Christine Kochem	Letter	5/18/2009	2. Property taxes will be dramatically affected. Many of us were counting on using our home value to allow us to retire. Now, with the economy as bad as it is, and Golub slashing our home values, we are going to be forced to take another look at retirement.	General comment
General	John and Christine Kochem	Letter	5/18/2009	3. If property values are reduced, our taxes are going to have to be reduced. Is Golub REALLY going to pay enough taxes to offset the difference, or is there a "special" deal in place for them.	General comment
Transportation	John and Christine Kochem	Letter	5/18/2009	4. The red light will cause a massive backup of cars and trucks which will make it impossible to leave the development. I have already been involved in an accident trying to get out of our development and have personally almost been hit by trucks running the light at Burdeck and Duanesburg Rd.	This will be evaluated in the DEIS.
Air quality and noise	John and Christine Kochem	Letter	5/18/2009	5. The traffic and trucks idling at this red light will also add dramatically to the air pollution and noise pollution. The illness rate in our development is already extremely high. We moved here knowing the high tension lines were in our back yard, but at no time did we think we would have to contend with the amount of truck traffic that is being proposed or a 310,000+ sq.ft. warehouse building in our back yard.	Air and noise will be evaluated in the DEIS.
Project Description	John and Christine Kochem	Letter	5/18/2009	6. Is employment REALLY going to be increased, or are they closing the Voorheesville facility and transferring the employees to the Rotterdam facility with minimal increase in manpower.	Will be described in the DEIS.
Economic Impact	Stefanie DiLallo Bitter	Letter	5/18/2009	The Applicant has the responsibility of identifying the significant adverse impacts with its project as well as the alternatives for mitigation. At the May 5, 2009 meeting it was identified by the Board members that viable options do exist for this project. However, although it is the Applicant's duty to explore these options, we maintain that the proposed Scoping Document has not fully evaluated the impacts the neighboring property owners will experience if, in fact, this project is approved as proposed, nor does the Scoping Document consider what can be done to mitigate those impacts.	Alternatives will be evaluated in the DEIS.

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Economic Impact	Stefanie DiLallo Bitter	Letter	5/18/2009	Our client currently maintains a corner lot located on both Duansburg Road and Dunnsville Road. The proposed road relocation will essentially convert this property from a corner lot to what we would refer to as a front lot, significantly decreasing the property value. The value of this property will be diminished by the limitations and restrictions this change will place on customer access. It is my understanding that The Golub Corporation intends not only to relocate Dunnsville Road, but also close that portion of Dunnsville Road which currently exists for public access. This modification would not provide Cumberland Farms with any access to Dunnsville Road for ingress and egress. As a result, there will be no portion of the road left for Cumberland Farms, nor will the signal which exists at the intersection be available to assist individuals in entering and exiting our client's property. Obviously the Cumberland Farms' site has been designed with the inclusion of Dunnsville Road not only for customer access but also truck traffic deliveries.	The economic impact, if any, to Cumberland Farms is outside the scope of any SEQRA review. The DEIS will evaluate traffic issues.
Economic Impact	Stefanie DiLallo Bitter	Letter	5/18/2009	Eliminating this access and removing the signaled intersection will significantly decrease the amount of traffic that will be able to access the site, thereby decreasing the number of customers. The elimination to the access to and from Dunnsville Road will obviously decrease the value of the Cumberland Fanns property. This significant adverse economic impact is noticeably missing from the Scoping Document.	The DEIS will evaluate traffic issues.
Economic Impact	Stefanie DiLallo Bitter	Letter	5/18/2009	It is imperative that this significant economic impact to Cumberland Fanns be studied to determine what alternatives exist so that the impacts can be mitigated. Our request is that the Applicant be required to conduct a comprehensive study to detennine the nature and extent of the economic impacts on our client's property and business operations. As part of the evaluation, the Applicant should be required to identify and explore options to eliminate or lessen these impacts to our client.	The economic impact, if any, to Cumberland Farms is outside the scope of any SEQRA review.

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Transportation	Sean Cuomo	Email to Peter Comenzo	5/16/2009	This road already is dangerous, will there be reduced speed limits? Will there be a traffic light near the St.Ceril cemetery? What will be the effect on property values????? Will there be future expansion? Me and most residents on Duanesburg rd from Golub/Stock to Burdeck str. have a hard time getting out of our drive ways as it is. I'm all for small and big business in Rotterdam as long as my property value and quality of life don't suffer to much.	Traffic will be evaluated in the TIS and DEIS.
Air quality	Sean Cuomo	Email to Peter Comenzo	5/16/2009	Also, what will the air quality be like in the future? My daughter is 16 months.	Will be described in the DEIS.
Project Description	Thomas Yuille	Letter	5/15/2009	1. Is Golub purposing to construct a 6-foot chain link fence with barbed wire around the proposed project site perimeter, similar to the fence around their existing facility?	Will be described in the DEIS.
Project Description	Thomas Yuille	Letter	5/15/2009	2. What type of visual screening and/or noise buffer is Golub proposing for the Duanesburg Road side of this proposed project?	Will be described in the DEIS.
	Thomas Yuille	Letter	5/15/2009	3. Is Golub in the process of negotiating to purchase the 7 homes on the north side of Duanesburg Road between the entrance road to Pede Brothers and Kellar Avenue?	Will be described in the DEIS.
	Thomas Yuille	Letter	5/15/2009	4. It is my understanding that Golub needed to purchase these properties so that they will have enough room to widen Duanesburg Road to 3 lanes. If this happens, has the impact of the removal of these houses and the widening Duanesburg Road been included as part of the original SEQRA process?	Will be described in the DEIS.
	Thomas Yuille	Letter	5/15/2009	5. Have the residents on Old Fort Avenue been notified that Golub is considering demolishing some homes on Duanesburg Road and that it will effectively put Duanesburg Road in the rear of their property?	Will be described in the DEIS.
Community character	Thomas Yuille	Letter	5/15/2009	6. It has always been my understanding that the Zoning Code was adopted to protect the residents of the town. Please review the paragraph below taken from the Chapter 270 of the Town of Rotterdam's Code. I direct your attention to the last three lines of the paragraph. (etc.)	Zoning compliance and community character will be evaluated in the DEIS.

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Transportation	Thomas Yuille	Letter	5/15/2009	7. From a discussion I had with a Golub representative, I was told that there are approximately 1000 Golub trucks that leave the Duanesburg Road facility each week. Also there are approximately 500 vendor trucks that enter the facility each week delivering products. Taking into account that the trucks leaving will also return and the trucks entering will also leave, this brings the present total of truck trips to approximately 3000 trips per week. If you allow Golub to relocate Dunnsville Road and move the truck entrance the following will take place. Using the following simple math we can easily calculate the average number of minutes between truck trips entering and leaving the Golub facility using the new road and entrance.	Will be evaluated in the TIS and DEIS.
Transportation	Thomas Yuille	Letter	5/15/2009	Step 1: 1 hour equals 60 minutes Step 2: 60 minutes times 24 hours per day equals 1440 minutes per day Step 3: 1440 minutes times 7 days per week equals 10,080 minutes per week Step 4: Divide the 3000 truck trips into the 10,080 minutes equals 3.36 minutes Step 5: That means that 1 truck will pass by my house every 3.36 minutes 24/7 Step 6: Lets assume my truck trips might not be totally accurate so even if we reduce the number of trips to 2000 trips per week. If you divide 2000 into 10,080 it still means a truck will pass by my house every 5.04 minutes 24/7.	Will be evaluated in the TIS and DEIS.
General	Thomas Yuille	Letter	5/15/2009	8. Golub purchased this 10-acre parcel of land piece by piece over the past few years. No guarantees were ever given to Golub as to what could be built on this parcel. Why has it now become the problem of the surrounding single family residential property owners that Golub can not built this large warehouse on this parcel without relocating Dunnsville Road? The land has not changed since it was purchased and it is still located between Duanesburg Road and Dunnsville Road. The Golub Corp. needs to go back to their engineers and redesign their project so that it will fit on this parcel as it exists today. It is not reasonable or fair to expect the local residents to sacrifice so much so that this project can be completed as currently proposed.	General comment; the DEIS will evaluate alternatives.

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Transportation	Thomas Yuille	Letter	5/15/2009	9. The last traffic study done stated that Duanesburg Road would reach its maximum capacity by 2005. Now in 2009 we are proposing extensive additions to the Golub warehouse capacities. How much additional commercial traffic can Duanesburg Road take without adding a third or even a fourth lane from the existing Golub entrance road to the 1-88 intersection?	Capacity of Duanesburg Road (NYS Route 7) will be evaluated in TIS and DEIS.
Fiscal	Thomas Yuille	Letter	5/15/2009	10. Has the Town of Rotterdam ever calculated how much has been lost in tax dollars since Golub demolished the 13 houses that they have purchased on Duanesburg Road and Dunnsville Road? There will also be additional tax dollars lost when the houses on Duanesburg Road are demolish for road widening and the demolishing of the small existing strip mall near Cumberland Farms.	The DEIS will evaluate impacts to community services and community character.
Alternatives	William Cross and Yvonne Ficke	Letter	5/17/2009	First, and foremost, we believe there are many options for this project and each should be explored fully. On April 20, 2009, a public meeting was hosted by Golub Corporation to present their plans for expansion of current warehouse facilities and the relocation of Dunnsville Road. Golub representatives indicated that this meeting was a solicitation of the public for comments and alternatives to the plan. That meeting yielded numerous suggestions and comments, including our own that we also submitted to the Planning Commission in writing. While none of these comments or suggestions have since been used to modify the original plan, we are again including our letter (attached) to be considered under Section 5.2, "Alternative Layout", of the DSD. We should note that these concerns are not limited to the residential population, but have also been expressed by area businesses including Cumberland Farms, Inc.	The DEIS will evaluate alternative plans.

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Alternatives	William Cross and Yvonne Ficke	Letter	5/17/2009	Along with our own option submitted under Section 5.2, we urge the Commission to require study and evaluation of other options within Section 5 including the Section 5.3 which details the expansion into wetlands south of existing facilities and Section 5.5, "Relocating Warehouse Offsite". We ask that the Commission require Golub to fully explore the option of a "land swap" between the current wetlands and the property proposed for development. We also request that the DSD include a requirement to fully evaluate the utilization of vacated properties within the Rotterdam Industrial Park including Buildings 9 and 10 in that facility, given that Golub already has a presence in that location.	Evaluation of alternative sites is included in the Scoping Document and will be provided in the DEIS.
	William Cross and Yvonne Ficke	Letter	5/17/2009	In Section 3.0 of the DSD, it is stated that the expansion of the 408,000 SF distribution center is still conceptual. We believe that the final layout and design of this facility will have a direct impact on the results of the various studies to be performed. For example, the current plans submitted by Golub Corporation show the majority of truck docks on the east side of the facility, facing away from residential areas. A change in this design would vastly affect noise and visual impacts to studied areas. We feel that the design of this center should be solidified prior to any impact studies being performed.	Will be discussed in the project description of the DEIS.
Ecology	William Cross and Yvonne Ficke	Letter	5/17/2009	In Section 3.3 of the DSD, addressing "Ecological Resources" of the affected area, it is stated that the study will address other wildlife encountered on the site. Beyond the specific consideration of the butterfly species mentioned, it should be considered that the recent mass clearing of woodlands within the Saints Cyril and Method Cemetery on the west side of Dolan Drive has forced relocation of wildlife, including multiple hawks and other species, into the pines and woodlands east of the power-lines, the area proposed to be developed by Golub Corporation's plan.	The DEIS will evaluate impacts to flora and fauna.

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Alternatives	William Cross and Yvonne Ficke	Letter	5/17/2009	In the Transportation Section 3.4, the DSD mentions specific requirements for traffic conditions that will be measured by the NYSDOT Highway Design Manual. As such, our previous comments submitted on April 20th (attached), provide a viable alternative to the plan submitted by Golub Corporation. Specifically, we recommend the development of the existing entrance to Golub via the current Dunnsville Road and its alignment with Kellar Avenue, along with appropriate signal processing, to be the dedicated truck entrance for Golub. This will provide for smooth traffic flow and minimization of noise and traffic to residential areas including Kellar Avenue and Dolan Drive.	This will be evaluated in the DEIS.
Transportation	William Cross and Yvonne Ficke	Letter	5/17/2009	In addition, we request that the Traffic Impact Study, proposed in Section 3.4, be expanded to 24 hours a day, and for a period of at least one week, to more accurately reflect the view of traffic flow in this area. This study should also incorporate the anticipated amount of additional employees and construction equipment due to the proposed plan.	This will be evaluated in the DEIS.
Alternatives	William Cross and Yvonne Ficke	Letter	5/17/2009	In our previously submitted comments (attached), relative to Section 3.4, we proposed a workable solution to traffic flow and signaling for the area. Based on comments from other residents of Dolan Drive and Kellar Avenue, this provides a workable solution for all with minimal modifications of Golub's proposed plan. Also, pattern is consistent with the flow of emergency vehicles emerging from Kellar Avenue going to Dolan Drive and other sites within the immediate area including Golub itself.	This will be evaluated in the DEIS.
Air quality	William Cross and Yvonne Ficke	Letter	5/17/2009	Section 3.5 specifies issues to be studied related to air quality. We believe that the movement of the Golub truck entrance closer to Dolan Drive will have a direct effect on air quality. In particular, the down-shifting of tractor-trailer trucks prior to the turn into the Dunnsville Road/Golub entrance will result in the increased exhaust and CO emissions of trucks just feet from residential areas (as opposed to current commercially/industrial-zoned areas).	Addressed in Section 3.5 of the Scoping Document and will be evaluated in the DEIS.

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Vibrations	William Cross and Yvonne Ficke	Letter	5/17/2009	Section 3.6 addressing "Noise" Conditions of the expansion, should incorporate a measure of vibrations related to the current and proposed truck traffic on existing residences of Duanesburg Road and Dolan Drive. These vibrations are a result of the speed, braking and down-shifting of trucks prior to the turn into the Golub entrance. Even prior to the expansion, this vibration is a significant concern for residents in this area. The vibrations generated by the increased truck traffic to Golub Corporation and the relocation of the entrance closer to residences will be significant. Residents in this area have related this concern during the public conference hosted by Golub Corporation on April 20th.	Addressed in Section 3.6 of the Scoping Document and will be evaluated in the DEIS.
Noise	William Cross and Yvonne Ficke	Letter	5/17/2009	Also related to the noise study, Section 3.6, there are persistent noises generated by the current operation that will be moved closer to residential areas via the proposed expansion. These include the "bang" of tractor and trailers colliding together as they are shuttled about the warehouse yard, the "beep beep beep" of the back-up indicators on trucks as they move trailers about the facility, and the ever present HVAC noise. These noises are present 24/7. These issues need to be considered in any study of noise. In particular, we request that the receptor points, as indicated in Section 3.6.2, be relocated to a distance from current facilities as that proposed within plan from residential areas such as Dolan Drive.	This will be evaluated in the DEIS.
Noise	William Cross and Yvonne Ficke	Letter	5/17/2009	Also related to "Noise", Section 3.6, we request that, given the current plan, that the area between the power lines and the proposed Dunnsville Road be widened beyond the proposed 35 feet, and have additional plantings and the construction of an adequately-sized berm to assist in isolation of industrial noise from its residential neighbors.	This will be evaluated in the DEIS.
	William Cross and Yvonne Ficke	Letter	5/17/2009	We request that Section 3.8, "Cultural Resources", incorporate a study of Appraised Home Values prior to and after the expansion of Golub and its facilities. It is our belief that the visual, auditory, and environmental impacts of Golub's expansion, along with the rezoning of lands adjacent to residential properties in the area will significantly reduce the value of these properties.	Impacts on community character will be addressed in the DEIS, including visual and noise impacts. Property valuation/private economic impacts are not within the scope of SEQRA.

Golub Project Public Scoping Comments

Visual	William Cross and Yvonne Ficke	Letter	5/17/2009	<p>In Section 3.9, "Visual Resources", and as mentioned above, the design and orientation of the proposed warehouse facility will greatly affect the visual impact upon residences close to the area. It is our opinion that the warehouse design including layout, height, color, lighting, etc. be solidified prior to any impact studies performed. In addition we feel, the widening of the wooded area between the power lines and the proposed Dunnsville Road to 35 feet is insufficient to provide an adequate visual separation between Golub facilities and Dolan Drive. Upon inspection, that 35 feet yields an average of three trees in width and generally this is high-growth pine with no lower visual impedance. We request that the plan incorporate additional plantings along with a sufficient-sized berm to minimize visual and noise impact upon residences west of the facility.</p>	This will be evaluated in the DEIS.
Community services	Mike France	Email to Peter Comenzo	5/1/2009	<p>I have reviewed the expansion plans and realignment of the Dunnsville Road and Golubs proposed plans and I see no impact in the way of Fire suppression or our response to the complex.</p>	Impact on community services will be addressed in the DEIS.