



Scotia Industrial Park, Inc.

October 22, 2007

Hon. Frank X. Quinn
Supervisor
Town of Glenville
Glenville Town Hall
18 Glenridge Road
Glenville, NY 12302

Subject: Public Comments—Scotia-Glenville Industrial Park, Draft Generic Environmental Impact Statement and Master Plan

Dear Supervisor Quinn:

On behalf of Scotia Industrial Park, Inc. ("SIP") please allow me to express our appreciation to the Town of Glenville for spearheading a Master Planning initiative which is intended to realize the economic potential of the Scotia-Glenville Industrial Park ("SGIP").

As you know our entity holds a significant ownership interest in SGIP and, as such we are quite excited about the prospect of improving the Park for existing tenants and new tenants alike. However, given our ownership interest we also have a fiscal responsibility to control direct and indirect costs so our comments (attached) are tempered accordingly.

SIP's review and comment pertaining to the Draft Generic Environmental Impact Statement and Master Plan ("Master Plan") are under the premise that this document is indeed a first "draft" intended for discussion purposes and in no way represents a final approach. SIP's comments should not be interpreted as consent or approval of the aforementioned land use plan, or any aspect thereof, rather an initial reaction to a working document. As such SIP reserves all rights, as a property owner within the Park, to amend or elaborate upon its comments as future situations dictate. SIP also reserves all rights it may have to seek appropriate compensation in the event that, through governmental action any of its property or rights are taken in connection with an attempt to implement any land use plan that may result from the thoughts of the Master Plan.

Again, we are grateful to the Town of Glenville and all affiliated entities for the time and effort that has been spent on this worthwhile project. SIP is enthusiastic about the future of the Scotia Glenville Industrial Park and looks forward to a productive partnership with the Town and its partners for the mutual benefit of all interested parties. Please inform us of next steps and contact us if we can be of further assistance. I can be reached at 518-356-4445 (x130) or via email at dahl@gafesi.com.

Very truly yours,

David W. Ahl
Director of Development

Address: Post Office Box 98, Guilderland Center, New York 12085
Location: 695 Rotterdam Industrial Park, Schenectady, NY 12306

Phone (518) 356 4445
Fax (518) 356 5334

Scotia Industrial Park, Inc.
~Comments on Scotia Glenville Industrial Park DGEIS & Master Plan~

General Comments:

- Throughout the draft GEIS/Master Plan there are suggestions about future land use; it is our feeling that the land use plan does not maximize the developable potential of the Park. In particular, with respect to the proposed new access road, we would prefer to have the road located further west and along the perimeter of the property, if possible, to reduce the amount of developable land that will be taken. As a property owner within the Park we also feel that there needs to be discussion about compensation for land used for the road and other non-development uses.
- We strongly oppose any plans to develop office and retail space at this location. These building uses would be more appropriate for the Scotia-Glenville commercial districts. It is our opinion that the greatest strengths of this Park are its location and industrial infrastructure, therefore we should focus our redevelopment efforts that utilize these attributes.

Specific Comments (by page):

Page 2

- Elimination of 7th Avenue – we disagree with this recommendation. It may be needed for park circulation

Map between p.2 and p.3

- landscape buffer of 200' seems excessive
- Test track eliminates developable land; is it necessary?
- Buildings 405 and 406 have existing tenants in them; is demolition necessary?
- Based upon poor rail service provided by the existing carrier, is another spur necessary?

Page 12

- Security is not lacking; it is provided by municipality

Page 14

- Building 706 has been rehabbed and is currently occupied 100%; we disagree with this comment

Page 15

- Marketing strategy – SGIP is well positioned for distribution as well as light industrial it does not have well developed rail access

Page 16

- We don't believe that there is an office demand at SGIP

Page 17

- We don't recommend sidewalks—it has been our experience that the maintenance of sidewalks in an industrial park is cost prohibitive

Page 19

- Land Use and Zoning--need to focus more on distribution
- No mention of Empire Zone; this is a critical point to convey

Page 22

- Should consider Metroplex as the organizer of the Association

Page 28

- Need an agreement among property owners on a track maintenance program; who pays for?

Page 33

- Additional rail sidings may not be necessary

Page 45

- Performance Standards--current operations are 24/7 for some tenants, restricting hours of operation from 7:00am to 6:00pm is not feasible.
- Noise levels recommended are too low based upon existing usage

Page 46

- 600' from property line for buildings is unreasonable—dramatically reduces amount of developable land.

Page 47

- Sidewalks should be eliminated
- 7th Avenue should not be abandoned
- 600 ft buffer eliminated
- Hours of operation are not practical

Page 48

- Same comment on 600'
- Chain link fencing is currently used, this is an industrial park

Page 49

- We need to use wall-packs for safety
- Lights dimmed or turned off after dark is unrealistic and not safe

Page 52

- We should have 1 fire district

From: Linder, Tom [mailto:TomLinder@templeinland.com]
Sent: Monday, October 22, 2007 3:28 PM
To: Wilson, Steve
Cc: Cochran, Earl; McKinney, James (Scotia)
Subject: Scotia-Glenville Industrial Park "Draft" Generic Environmental Impact Statement & Master Plan

Dear Mr. Wilson,

A copy of the *Scotia-Glenville Industrial Park "Draft" Generic Environmental Impact Statement & Master Plan* was forwarded to my attention from Temple-Inland plant management located at Scotia-Glenville Industrial Park (SGIP), Building #803. Upon review of the material provided, and on behalf of Temple-Inland's plant management, Temple-Inland has no comments regarding the "plan" at this time. The *SGIP "Draft" Generic Environmental Impact Statement & Master Plan* appears complete and thorough and has little, if any, impact upon our business operations at Scotia-Glenville Industrial Park (SGIP), Building #803.

Thank you for the information and the opportunity to provide comments.

Please feel free to contact me should you have any environmental related questions regarding this plan/project.

Thomas (Tommy) E. Linder, Jr., Corporate Environmental Manager
Temple-Inland Corporate Services, EH&S Department
Applied Technology Center – 5461 West 79th Street – Indianapolis, IN 46268
Work: 317-715-9088 – Fax: 317-715-9106 – Cell: 317-319-3488 – Home: 317-841-9646
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Web: www.templeinland.com

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JOHN B. DUCHARME
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* Also admitted in Connecticut

CHERYL L. SOVERN
MEGHAN A. DELTRY

October 31, 2007

Mr. Kevin Corcoran, Town Planner
Frank X. Quinn, Town Supervisor
Town of Glenville
18 Glenridge Road
Glenville NY 12302

Mr. Steven R. Wilson
Clough Harbour & Associates
PO Box 5269
III Winners Circle
Albany, NY 12205

Re: Scotia Glenville Industrial Park Draft Generic EIS and Master Plan

Gentlemen:

This law firm represents both Norampac Schenectady Inc., ("Norampac") and Adirondack Beverages, Corp. ("Adirondack") and this is a joint submission by both. This confirms your advice to Don Watson of Adirondack Beverages and Scott Russell of Norampac that this submission is timely if received by month end. Norampac is the owner of the connected buildings known as 801 & 802 Corporation Park located on Patent Parkway and employs approximately 150 workers at this location working 3 shifts 5-7 days a week. Norampac also owns a parcel of land on the southeast corner of the intersection of Patent Parkway and Access Boulevard which is used as a parking and staging area for its trucks.

Adirondack owns and/or controls the Buildings known as 501, 601, and 701 Corporation Park located on Patent Parkway and employs approximately 225 workers at these locations. Adirondack also leases significant space in various other buildings within the industrial park complex to include parts of the buildings known as Building 502 and Building 703. Adirondack

is also the owner of a parcel just outside but contiguous to the "study limits" at the Southeast corner of the Scotia Glenville Industrial Park ("SGIP") which is denominated on Figure 4 (Existing Ownership) as the "ABI Acquisition Corp" parcel just to the east of Building 706. Adirondack is also the owner of a 2.27 acre parcel immediately north of but contiguous to the "Study limits" across Patent Parkway from Buildings 601 and 701 which parcel is clearly visible on the Site Location Map (Figure 1) with Adirondack's trucks visible in what is now used as a parking and staging area. This parcel appears to be denominated as the "undefined trailer parking" area on Figure 3 (Opportunities and Constraints). Adirondack is also the owner of various portions of the roadways within the park adjacent to certain of its buildings which roadways have never been conveyed to the town of Glenville.

Adirondack and Norampac are opposed to the final plan and any version of the plan which establishes a connector highway for through traffic from either the Exit 26 location to Route 147 or from Route 5 to Route 147 which utilizes the existing roadway Patent Parkway because of the catastrophic impact this proposed through roadway would have on operations at these companies. This submission will address this concern and other concerns which the companies feel should be considered in connection with the above referenced plan. Paragraphs below are numbered for ease of reference but the submission is to be considered in its totality as most of the concerns raised are interrelated. The EIS and the Master Plan are simply referred to as the "Plan" for convenience in this letter.

1. The plan does not reference a parking solution for the existing businesses in the SGIP. Adirondack and Norampac currently utilize Patent Parkway areas for employee, visitor, and general parking purposes and the "Plan" which includes changing Patent Parkway into a through highway would eliminate that parking without providing options for these companies. Parking solutions are only vaguely referenced in terms such as "Opportunities to encourage transit use by park employees will be identified"¹ but such opportunities are never really revealed in the plan and there is no solution shown. There is no real public transit in this area and no dedicated area is shown for such parking. The Plan notes that "no parking would be allowed on the primary access road". (See page 2, item 1.1 of Master Plan). The existing parking arrangement is what works. The companies cannot function without parking for the workforce, their vendors, and their customers.

2. Adirondack manufacturing operations include parking and staging in the Patent Parkway area with constant traversing of persons, trailers, tandem trailers, and vehicles from Buildings 501, 601, and 701 to the 2.27 acre site owned by Adirondack on the north side of Patent Parkway (referred to as the "undefined trailer parking" area on Figure 3 of the Plan) and a through highway will cut off the current free access between these sites making the 2.27 site virtually unusable, or at best, dangerous to both the personnel in the park and the vehicular traffic using the highway. Norampac similarly utilizes the Patent Parkway roadway for trucking and access to its bays and docks on either side of their building. The Patent Parkway Roadway is utilized as a turning area for trucks jockeying for position and proper alignment for parking along the sides of

¹ See Final Scoping Document, page 4. See also page ii of the Executive Summary which vaguely suggests that "Preferred locations for employee and truck and trailer parking would be developed".

the buildings.

3. The details of the northerly highway to run along the existing Patent Parkway location are not shown in the plan. The existing right of way for Patent Parkway (sometimes referred to in older surveys as 1st Street) is only 50' wide and not adequate for a through highway. Expansion to the south would cut into the perimeter properties of Buildings 501 through 801 and possibly into the Buildings themselves effectively ending the operations of Norampac and Adirondack. Expansion to the north would eliminate Adirondack's use of the 2.27 acre parking and staging area (as well as adversely impacting other properties to the north) and effectively curtail or force operations to discontinue.

4. Any plan for general improvement of the SGIP must respect the water lines and concerns of Adirondack as an ongoing enterprise involved in the manufacture of beverage products. A complicated underground piping system is now in place and has been in place for many years to move water from the site shown on Figure 4 (Existing Ownership) and denominated as the "ABI Acquisition Corp". This parcel is now owned by Adirondack and constitutes a water source as the site contains wells and pumping devices to serve the company. Any infrastructure changes contemplated as a part of the Plan must not interfere with this water supply.

5. Construction impacts of a northerly roadway of the Study limits within the park are understated. The construction of a highway within 10 feet of a bottling plant with the resultant dust and vibration will jeopardize the sterile nature of the packaging process which must comply with strict FDA (Federal Drug Administration) guidelines as well as the testing processes in the quality control areas which rely on precise measurement with sensitive instruments. Norampac also requires a dust free environment for its equipment and machinery within the buildings to operate properly and its calibration equipment is most sensitive to exterior shaking or vibration. The construction process would also generate the same parking issues previously raised to an even greater degree.

6. The Implementation schedule and responsibility matrix at Table 2-1 is unrealistic and as a practical matter will be very difficult, if not impossible to work out as shown. The local property owners and businesses within the park are shown as being responsible for the creation of a Business Improvement District ("BID"), targeting other companies as a part of a marketing plan and developing the marketing plan, construction of the new primary access road, extending the sanitary sewer areas over those currently served by septic, opening up purported existing but inactive 16" waterline as necessary, address storm water quality treatment and improvements through the SPDES and SWPP environmental processes, and coordinate electric and gas connection and activity that crosses overhead lines with National Grid.

There is no cost estimate associated with any of these processes which are being allocated to the business owners in whole or in part. My clients do not plan on footing this cost and trust that alternative arrangements are being made for these infrastructure improvements.

7. Adirondack requires additional space within the park contiguous to its current operations and

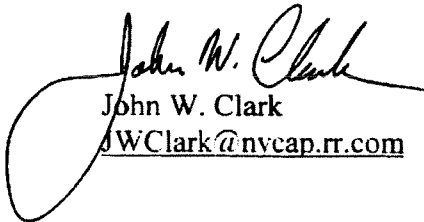
has been in communication with the last three (3) Town Supervisors and administrations as well as the Metroplex group within the County concerning expansion of company operations and the acquisition of the lot known as 401 Corporations park from the federal government. The master plan makes no reference to this expansion which must be dealt with in order to secure the continued operation of the company at the SGIP location.

Adirondack and Norampac are two of the largest employers in the area and are clearly interested "Stakeholders" as that term is defined in the glossary at page ix of the executive summary. They are probably the most interested and impacted stakeholders under this entire plan. Both have been active and involved supporters of various improvements and collaborations within the SGIP for the last 30 years. The location of the proposed new primary access road is the principal issue that they have with this plan. That part of the plan threatens the very existence of these long time businesses in this area. It is respectfully suggested that any primary access road between Routes 5 and 147 either run further to the north (within the Scotia Sand and Gravel parcels as shown on Figure 4) with a feeder(s) southerly into the SGIP or that the primary access road not be a part of the plan as it is currently shown.

My clients are most concerned about this plan which they view as threatening to their very existence due to the current configuration of the primary access road. I anticipate their active and most vigorous opposition to the plan so long as it contains this feature. Thank you for your consideration.

Sincerely yours,

Berger, DuCharme, Harp & Clark, LLP



John W. Clark
JWClark@nvcap.rr.com

Copy:

Douglas Martin, Vice President
Adirondack Beverages Corp.
701 Corporations Park
Scotia NY 12302

Scott Russell, General Manager
Norampac Schenectady Inc.
801 Corporations Park
Scotia NY 12302

Frazer, Nicole

From: Wilson, Steve
Sent: Friday, October 05, 2007 9:45 AM
To: Badger, Bob
Cc: Simmonds, Kathy; Frazer, Nicole
Subject: FW: Scotia-Glenville Industrial Park ,Master Plan Concern

Bob, can we discuss.

Steve

-----Original Message-----

From: Ray Gillen [mailto:RGillen@schenectadymetroplex.org]
Sent: Thursday, October 04, 2007 12:08 PM
To: Joe Daly; fquinn@townofglenville.org
Cc: Wilson, Steve; William Carr; Todd Thelen; Erwin Hartmann; jfemrite@gklaw.com
Subject: RE: Scotia-Glenville Industrial Park ,Master Plan Concern

Thanks for sharing these concerns Joe. Again, we are at "high concept" stage still in the planning of an improved business park. My understanding was that you met with Steve Wilson at Clough Harbour and provided input so that infrastructure improvements at the Park would enhance not in any way detract from operations at Super Steel.

Steve, can you look at the suggestions below. Joe would like to meet with Frank and I next Wednesday at Super Steel Schenectady and we are happy to do that, but on the technical side of improving infrastructure

--- you are really the point person. Perhaps you could meet with the company when they are in town next Wednesday and we can join you at some point. In the interim, we would ask that you contact Joe immediately and start working toward a solution.

From my perspective, Super Steel is the anchor tenant in the park so we need their input put at the top of the list.

Thanks!

Ray Gillen, Chairman/CEO
Schenectady Metroplex Development Authority
433 State Street, Fourth Floor
Schenectady, New York 12305
518-377-1109
rgillen@schenectadymetroplex.org

-----Original Message-----

From: Joe Daly [mailto:joe.daly@supersteel.com]
Sent: Thursday, October 04, 2007 11:10 AM
To: fquinn@townofglenville.org
Cc: Ray Gillen; Wilson, Steve; William Carr; Todd Thelen; Erwin Hartmann; jfemrite@gklaw.com
Subject: Scotia-Glenville Industrial Park ,Master Plan Concern

October 3, 2007

To: Honorable Frank X. Quinn, Supervisor, Town of Glenville

CC: Steven Wilson, Clough Harbour

Ray Gillen, Chairman/CEO Metroplex

From: Joseph Daly, SSSI

Super Steel has been closely following the events to organize and improve the Scotia-Glenville Industrial Park. We feel that everyone in the community will be favorably impacted by the decisions being made to create an industrial park well fit for the community and its surroundings.

We are in favor and understand the need to have the proposed access route connection of Route 5 and Route 147: but, have safety concerns if the placement isn't carefully evaluated.

We currently have two tracks that would intersect with the proposed new bypass route.

These rails are used by SSSI to access the industrial park sidings and also serve as a run-away safety system during locomotive testing. We are currently able to safely operate on the Northeastern boundary of our property unobstructed. Moving forward with the proposed location, we have concern for the safety as well as imminent interrupted traffic flow we would inflict on the new roadway.

Earlier this year, we learned of efforts being made to improve the conditions of the industrial park and its immediate surroundings. SSSI rushed to propose a plan to Clough Harbour that would enable us to move our test track, and access needs within the boundaries of our property.

Our goal was to be able to safely conduct rail testing, with no interrupted flow, and enable the proposed roadway traffic a clear and safe passage. SSSI hired a rail contractor to evaluate how such a rail, that would fit our needs, could be placed on our property. After evaluation by our contractor, it was discovered that such a rail could not be possible, due to the degree of curve needed.

We would like to propose two additional solutions for your review:

Proposal #1

Join all rail sections leaving the SSSI property to create one crossing. Upgrade and repair existing rail siding and allow SSSI conditional use. The greater lengths of this rail would provide a safe run-away test area and limit the need to close the crossing when we are operating in the area. Often times our projects have to repeatedly pass thru the existing switches on our property, while testing, and approach the sidings non-stop for a 48 hour period of time. This option also keeps us away from the current residents along Route 5.

Proposal #2

Join all rail sections leaving the SSSI property to create one crossing, and fund a new test rail along the Western side of "A" Avenue. This option may be less favorable for our neighbors.

Super Steel would like to go on record to say-- we do not feel a favorable solution to the new bypass route and rail access is yet complete.

Frazer, Nicole

From: Wilson, Steve
Sent: Monday, October 22, 2007 1:22 PM
To: Joe Daly
Cc: fquinn@townofglennville.org; Ray Gillen; Erwin Hartmann; Todd Thelen; William Carr; jfemrite@gklaw.com; Badger, Bob; Frazer, Nicole
Subject: RE: Super Steel site meeting

Joe

Thanks for meeting with us on Thursday. Meeting was productive and helped us understand Super Steel's long term plans.

As discussed, we will review the current master plan and make minor adjustments associated with proposed rail sidings and future connector road to minimize future conflicts. Our goal is not to have the connector road create operational problems for Super Steel since locomotive rail testing is an essential part of your business.

Please note, the master plan for the park is essentially a "30,000 foot "view of the park and recommendation on its long term direction. It does not provide the detail necessary to articulate the precise location of the new road, new rail sidings and/or test track.

Moreover, I expect that your test track improvements will proceed at a faster pace than the design and construction of the new road. Therefore, as long as the layout of the test track(s) respects the concept of the future connector road, the master plan has served its purpose. Likewise, the designers of the future connector road will have to do likewise and design the road to respect the test track and minimize operational impacts.

Thanks again for working with us and we look forward to your continued participation.

Steve

From: Joe Daly [mailto:joe.daly@supersteel.com]
Sent: Friday, October 19, 2007 1:19 PM
To: Wilson, Steve
Cc: fquinn@townofglennville.org; Ray Gillen; Erwin Hartmann; Todd Thelen; William Carr; jfemrite@gklaw.com; Badger, Bob
Subject: RE: Super Steel site meeting

Steve,

I would like to thank you again for meeting with me to hear our concerns on the proposed access road and our rail needs. As I voiced in our meeting, Super Steel is primarily concerned with negative impacts a new roadway may have on our business. Super Steel needs to continue to have the ability to do locomotive rail testing and also ship and receive product via rail. Please respond to this e-mail with a summary of acknowledgements from our Oct. 18, 2007 meeting. I want to make positive that our meeting is on record, and our needs were understood.

Joe Daly
 Super Steel Prods.

From: Wilson, Steve [mailto:SWILSON@cha-llp.com]
Sent: Wednesday, October 10, 2007 8:22 PM
To: Joe Daly
Cc: fquinn@townofglennville.org; Ray Gillen; Erwin Hartmann; Todd Thelen; William Carr; jfemrite@gklaw.com; Badger, Bob
Subject: RE: Super Steel site meeting

Joe, See you then. Thanks
 Steve

10/23/2007



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BRIAN O. ROWBACK, P.E.
REGIONAL DIRECTOR

ASTRID C. GLYNN
COMMISSIONER

November 8, 2007

Ms. Nicole E. Frazer
Clough Harbour & Associates, LLP
111 Winners Circle
P.O. Box 5269
Albany, New York 12205-0269

Re: Scotia-Glenville Industrial Park
NYS Route 5 & NYS Route 147
Town of Glenville
Schenectady County


Dear Ms. Frazer:

Thank you for the opportunity to review the Draft Generic Environmental Impact Statement (DGEIS) submitted with your September 25, 2007 letter. There was no sight distance or traffic evaluations done as part of the DGEIS. Sight distance evaluations must be provided for us to agree with the proposed points of access. Traffic evaluations must be completed as the project progresses and submitted for our review and approval.

If you have any questions or would like to discuss this further, please contact Lorinda Tennyson at 388-0221.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark J. Kennedy".

 Mark J. Kennedy
Regional Transportation Engineer

cc: Vince Budinas, Schenectady County Resident Engineer
Kevin Corcoran, Town of Glenville
Rob Cherry, Region One Planning



New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

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Eliot Spitzer
Governor

Carol Ash
Commissioner

26 October 2007

Ms. Nicole E. Frazer
Clough Harbour & Associates, LLP
111 Winners Circle
P.O. Box 5269
Albany, NY 12205

Re: SEQRA
Scotia-Glenville Industrial Park
Town of Glenville, Schenectady County
07PR05203

Dear Ms. Frazer:

The Office of Parks, Recreation and Historic Preservation (OPRHP) has reviewed the information submitted for this project (*Phase IA Literature Review and Archeological Sensitivity Assessment, Scotia-Glenville Industrial Park, Town of Glenville, Schenectady, New York, April 2007*, prepared by Hartgen Archeological Associates, Inc., included in *Scotia-Glenville Industrial Park Draft Generic Environmental Impact Statement & Master Plan*). Our review has been in accordance with Section 14.09 of the New York Parks, Recreation and Historic Preservation Law and relevant implementing regulations.

OPRHP recommends that the above-cited report be revised to include a project plan on which the areas recommended for testing and those not recommended for testing are clearly delineated and the justifications for each designation are explicitly indicated. OPRHP also recommends that the standard Management Summary form be included in the report.

OPRHP will continue consultation regarding the project once the requested information has been submitted.

OPRHP has no further concerns regarding standing structures.

If you have any questions please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, OPRHP
Phone: 518-237-8643 x3276; FAX: 518-233-9049
Email: Philip.Perazio@oprhp.state.ny.us

Cc: John Wilkinson, HAA