

# Scotia - Glenville Industrial Park Final Generic Environmental Impact Statement & Master Plan

Town of Glenville  
Town Board



Prepared for



**CHIA**

CLOUGH HARBOUR & ASSOCIATES LLP

# Scotia-Glenville Industrial Park Final Generic Environmental Impact Statement & Master Plan

---

**Location of Action:**

Scotia-Glenville Industrial Park  
Route 5  
Scotia, NY

**Lead Agency:**

Town of Glenville Town Board  
Town Hall – 18 Glenridge Road  
Glenville, NY 12302

**Contact Person:**

Frank X. Quinn  
Supervisor  
Phone: (518) 688-1200  
Fax: (518) 384-0140

**Prepared by:**

Principal Author:  
Clough Harbour & Associates LLP  
CHA File 13821

**Marketing:**

Jeffrey Donohoe & Associates

**Cultural Resources:**

Hartgen Archeological Associates

**Environmental:**

Gary S. Bowitch Attorney at Law

**Contact Person:**

Steven R. Wilson, AICP  
(518) 453-3938  
[swilson@cha-llp.com](mailto:swilson@cha-llp.com)

Date of FGEIS Acceptance: December 5, 2007



***TABLE OF CONTENTS***

**1.0 Introduction .....1**  
    1.1 Project Background 1  
    1.2 Document Organization and Summary 1  
    1.3 Clarifications and Revisions 2  
    1.4 Future Actions 2

**2.0 Response to Comments on the DGEIS.....2**  
    2.1 Public Hearing Comments 2  
    2.2 Written Comments 8

**Appendices**

- A. Public Hearing Transcript
- B. Written Comments

**List of Figures**

- Figure 1 Master Plan



## **1.0 INTRODUCTION**

The following is the Final Generic Environmental Impact Statement (FGEIS) and Master Plan for the Scotia-Glenville Industrial Park (SGIP) redevelopment. Pursuant to the State Environmental Quality Review Act (SEQRA), the purpose is to respond to substantive comments on the Draft Generic Environmental Statement (DGEIS).

### **1.1 PROJECT BACKGROUND**

The SGIP is generally located between Route 5, the Pan Am Railroad (PAR) line and the Scotia-Glenville Middle and Senior High Schools. The SGIP sits on approximately 310 acres, approximately 250 of which are developed with roads, buildings and parking. The SGIP contains approximately 34 structures of varying ownership and tenancy. The SGIP originated in 1942, when it was constructed by the Navy and was named the Scotia Naval Depot. It supported military operations during World War II as a supply depot and storage of war damaged materials.

The DGEIS for the SGIP redevelopment and Master Plan was deemed completed by the Town of Glenville Town Board, acting as Lead Agency, on September 19, 2007. A Public Hearing was held on October 3, 2007, and the public comment period ended on October 22, 2007.

Pursuant to the requirements of SEQRA, this FGEIS includes the DGEIS by reference, substantive comments received during the public hearing and comment period and responses to substantive comments.

### **1.2 DOCUMENT ORGANIZATION AND SUMMARY**

The FGEIS is divided into two major sections, an introduction and responses to substantive comments that were raised during the comment period. The introduction is provided to summarize actions that have led to the preparation of the FGEIS, describe the general organization of the document and discuss future actions that may occur following the filing of the FGEIS.

Section 2.0- Response to Comments on the DGEIS, provides a reproduction of each substantive comment followed by a response. The comments addressed, include comments received during the Public Hearing (Appendix A) and comments received in writing from the general public and from interested and involved agencies (Appendix B).

Comment letters or electronic mails were received from Galesi Group, Temple-Inland Corporate Services, Berger, DuCharme, Harp & Clark, LLP on behalf of both Norampac Schenectady, Inc. and Adirondack Beverages Corp., Super Steel,

the New York State Office of Parks, Recreation and Historic Preservation and the State of New York Department of Transportation. Copies of these letters can be found under Appendix B.

Concerns expressed during public hearing were generally related to noise, aesthetics, and concerns regarding how to get a Business Improvement District (BID) started and what the incentives for a BID would be.

The main concerns expressed in the written comments were generally related to traffic and parking, the location of the new access road, test track and rail sidings, performance standards, short term construction impacts, the implementation schedule and the opposition to office and retail space.

### **1.3 CLARIFICATIONS AND REVISIONS**

In response to comments received, the proposed connector road along the north side of the park has been slightly realigned to avoid conflicts with a future test track that may be developed by Super Steel. Similarly, the location of the test track has been relocated as well. These changes do not affect any of the impact analysis or proposed mitigation measures outlined in the DGEIS. Refer to the revised Master Plan (Figure 1) for further information.

### **1.4 FUTURE ACTIONS**

The SEQRA process will be concluded with the adoption of the Statement of Findings by the Town of Glenville Town Board, acting as Lead Agency, and each of the Involved Agencies. The Statement of Findings will summarize the Lead Agency and Involved Agencies' positions on the Master Plan and will form the basis of acceptance or denial of the Master Plan. Once it is concluded that the potential environmental impacts have been mitigated to the extent practicable, the SEQRA process ends.

## **2.0 RESPONSE TO COMMENTS ON THE DGEIS**

### **2.1 PUBLIC HEARING COMMENTS**

**Comment 1:** “As some of you know, I was on the committee that worked on this and I want to say first of all I think this is a good plan. I think it could be done. I have to say that Master Plans that the town has generated have a sort of mixed bag as far as results so far. I am hoping that the zoning suggestions and some of the changes that are suggested here get implemented.”

Comment by Neil Turner, 1965 Amsterdam Road, Public Hearing Transcript,

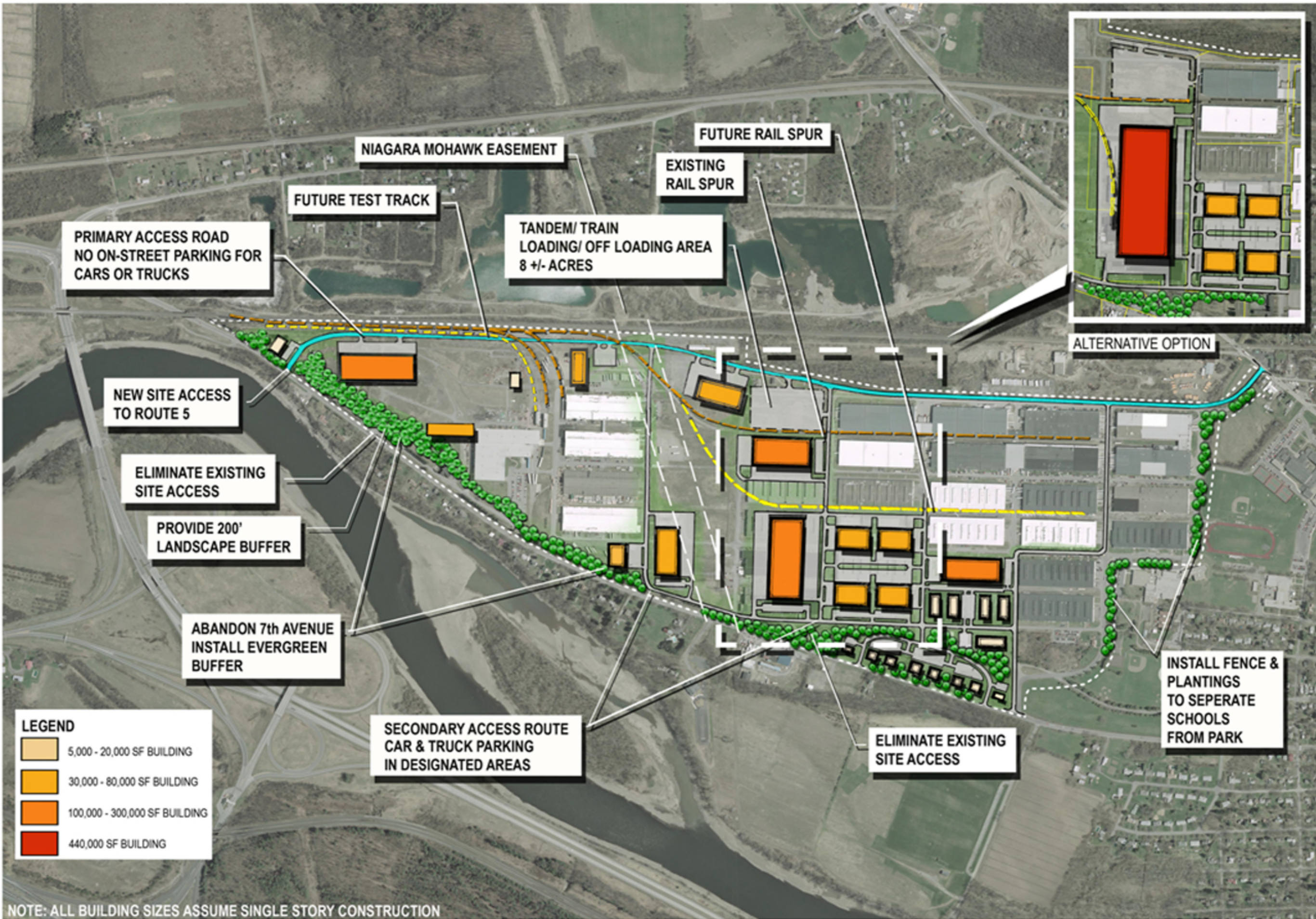


SCOTIA-GLENVILLE  
INDUSTRIAL PARK  
FGEIS & MASTER PLAN

FIGURE 1  
MASTER PLAN



SCALE: 1"=750'





**Response 1:** Comment noted.

**Comment 2:** “I am also concerned that one of the big factors here is the need for property owners in the park to form a Business Improvement District or some association. I don’t know how the town is going to help get that started but whatever it takes it would sure be a big improvement. This is kind of blue sky a lot of this stuff but most of it makes sense and I would be happy to see that get started and be glad to see it get started soon.”

Comment by Neil Turner, 1965 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 2.

**Response 2:** It is anticipated that the Town of Glenville and/or Schenectady County will play a role in facilitating a management and oversight structure for the park. If a Business Improvement District (BID) type approach is used, one of the first steps is the creation of a steering committee that would include stakeholders and property owners. The committee would assess the needs of the SGIP. The property owners and business owners would then make a combined pre-established contribution that would be steady and reliable. Refer to section 2.8 Management and Oversight of the DGEIS for further information.

**Comment 3:** “I did send a letter to the Town Board. I am a little concerned about all of the buildings (she pointed out near Route 5). One of the problems is we have a beautiful spot down there, we have our boat and it is behind the islands, it is gorgeous, it is quiet, but up here (pointed to the Route 5 area) all we hear is Sealed Air and what is that thing they drop down? It is a 24-7 plant, three shifts. We understand that we have no problem with commerce but we want to have our quiet enjoyment of our property.

What they are doing is they load, I don’t know if you received the letter but I had to call the town police department three times in March because we can hear the idiom of the truck. They keep them running and it is strong diesel. When the police officer came he said I could smell it at the Middle School. There were people calling from CVS. These truck drivers are often out of state, they are not abiding by the 45 mph zone and then we have traffic coming out without even stopping at the stop sign, and I am talking employees. They just run the stop sign. I am concerned about the traffic and we did have a problem with the tire manufacturer that was there without a certificate of occupancy that burned.”

Comment by Yvonne Mathews, 1675 Amsterdam Road, Public Hearing Transcript, 10/3/07, Pages 2-3.

**Response 3:** The Master Plan proposes an evergreen buffer along Route 5, across from the residential areas. Additionally, performance standards would be established for the projects that would abut the residential or school uses. These standards include dark sky friendly lighting, screened loading areas, buildings with natural materials and colors that would blend in with the surroundings and landscaping to soften the appearance of the proposed buildings and provide a visual buffer. Refer to section 3.4.1 of the DGEIS for additional performance standards.

Performance standards for noise have been identified in section 3.4.1 of the DGEIS and the impacts and mitigation of short term construction noise are detailed in section 3.11.1 of the DGEIS. Additionally, section 3.10.1 of the DGEIS points out that the smaller buildings are recommended for the perimeter of the SGIP, which includes the area along Route 5. These smaller buildings would help mitigate the noise associated with the larger buildings. Noise analysis may be required as part of the Site Plan Review process for each individual development project.

The proposed primary access road would connect Route 5 to Route 147 and would reduce truck traffic along Route 5. The un-signalized entrances to the SGIP on Route 5 would be removed to encourage use of the new primary access road. The SGIP entrances may require traffic control and/or geometric improvements and the intersection of Route 5 and the new access road would likely require signalization. These elements should deter speeding and promote the use of signals and signs. Refer to section 3.1 of the DGEIS for further details.

In terms of air quality and truck idling, section 3.9.1 of the DGEIS indicates that the higher intensity uses, and truck based industries will be located further into the SGIP, away from the residences along Route 5 and the schools, therefore they should not be impacted by emissions. Additionally, truck stop electrification as part of the proposed tandem trailer lot should be considered to reduce truck idling time and emissions.

**Comment 4:** “I would like the town to make sure that there is some kind of monitoring going on over there. I don’t think that anyone is monitoring the noise and we are out there kind of fending for ourselves.”

Comment by Yvonne Mathews, 1675 Amsterdam Road, Public Hearing

**Response 4:** The performance standards for noise in section 3.4.1 of the DGEIS designate delivery truck entrances and roadways and indicate that the NYSDEC guidance document, *Assessing and Mitigating Noise Impacts* should be used. This document outlines specific steps to evaluate existing noise conditions and assess potential noise based on proposed development.

**Comment 5:** “I called the Superintendent of Schools the other day; these kids are going to get killed because they are running across Route 5 to get to Maalywck Park and they are running against the light. We need to have a crossing guard down there.”

Comment by Yvonne Mathews, 1675 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 3.

**Response 5:** Comment is noted. Route 5 is a state controlled highway. Future improvements at the signalized entrance at Capital Boulevard should consider installing a pedestrian crosswalk to enhance pedestrian safety.

**Comment 6:** “I haven’t had time to read this but I do have a couple of questions. Is this report based on the fact that who is going to own that property from the government?”

Comment by Henri Plant, 1641 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 3.

**Response 6:** As indicated by Supervisor Quinn during the public hearing, the recommendations of the Master Plan are not based on future ownership of the 55 acre property that is currently owned by US General Services Administration (GSA) and the US Department of Navy. Ownership of the property has yet to be determined, however, it could be the Town of Glenville, Schenectady County, or a combination of both.

**Comment 7:** “The other thing is that how do you go about, if they form an association and they come up with certain things that they want to do, I would like to know what is the incentive for them to do this? Why should they do this, after all, they own the property? Why would they go ahead and do anything to restrict their own ability to do what ever they want?”

Comment by Henri Plant, 1641 Amsterdam Road, Public Hearing Transcript,

**Response 7:** As indicated by Supervisor Quinn at the public hearing, there is “strength in numbers” and the owners would benefit if they collaborate and cooperate. Additionally, section 2.8 of the DGEIS describes how a management structure is needed for the SGIP. The management structure would assess the needs of the SGIP and would advance the owners to work together to improve and promote business conditions and standards. It would also promote economic enhancement and improve the appearance of the SGIP. These reasons are incentives for the owners to work together.

**Comment 8:** “Most business people have to have some incentive to do these kinds of things. I don’t know what the incentive is going to be.

The other thing is if they come up with anything, who’s going to enforce the rules like aesthetics like putting in something to break up all those buildings that you see from the road? I don’t know how you go about doing that; I don’t know what powers the town or that they would have.

If this is accepted, what is the councils first move going to be? What do you have to do in order to get this implemented? I don’t know what that is?”

Comment by Henri Plant, 1641 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 3.

**Response 8:** As stated by Steve Wilson during the public hearing, one of the Town’s best tools to implement the Master Plan is the Zoning Ordinance. The Town will likely amend the zoning to promote some of the suggestions in the Master Plan, so that future development activities and site plans that come forward to the Planning and Zoning Boards have the ability to implement the recommendations of the Master Plan.

**Comment 9:** “If any of those zoning things that you adopt are probably going to be fought like mad by people who own the place. That would be the first thing to do, to do the zoning?”

Comment by Henri Plant, 1641 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 3.

**Response 9:** One of the first steps, following completion of the SEQ process will likely be modifying the Zoning Ordinance to implement the

recommendations of the Master Plan.

**Comment 10:** “What is the incentive for them to put thousands of dollars, hundreds of thousands in a berm? This is wonderful, but look what we have (pointing at the schematic); when people come into Scotia-Glenville, I know that Mr. Rosenberg wants to have his buyers and sellers look at ... I am an agent too. It is disgraceful the way it looks now so what is the incentive for them to put that kind of money in? When we were fighting the power plant I had somebody come and price this, this is very costly and some of the ordinances we have in the town now are being kind of ignored; noise, odors, fumes. We are not monitoring that. What is to say that they get over there and who is fighting for the small residential area on the other side?”

Comment by Yvonne Mathews, 1675 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 3.

**Response 10:** For the most part, there would likely be little incentive for landowners within the park to undertake the improvements outlined in the Master Plan, until they propose new development or redevelopment of buildings or properties. Such activities would be subject to the Town of Glenville’s Site Plan Approval Process. As part of this process, the Town can stipulate conditions such as new landscaping, lighting or other measures suggested by the Master Plan. With this approach, over time, the park would be redeveloped in accordance with the Master Plan.

One example where the Site Plan Approval Process has been used successfully to minimize visual and noise impacts of new industrial development within the park has been the installation of berming and vegetative screening along the southern property line of Super Steel.

**Comment 11:** “We have a lot of homeowners over there that are paying an enormous amount of taxes and I sometimes question the amount of taxes that these people are paying. If you look at that, it’s a real disparity.”

Comment by Yvonne Mathews, 1675 Amsterdam Road, Public Hearing Transcript, 10/3/07, Page 3.

**Response 11:** Comment noted.