



August 15, 2025

Chairwoman Kathryn Saddlemire
Members of the Planning Board
Dave Brennan, Town Attorney
Mike Harrington, Town Engineer
Town of Schoharie
300 Main Street
Schoharie, NY 12157

RE: Planning Board and Public Questions
Proposed DAN8 Last Mile Delivery Station – 232 State Route 30A, Schoharie, NY

Dear Chairwoman Saddlemire and Members of the Planning Board:

We are in receipt of the Planning Board and public questions asked during the July 15, 2025 Planning Board Meeting, prepared by the Planning Board Secretary. We are pleased to submit the following response to questions in association with our Site Plan Amendment application for the above referenced project located at 232 State Route 30A, Schoharie, NY. All sheets referenced in the responses below are included in the updated package of engineered site plans submitted to the Planning Board on August 14, 2025.

Planning Board Questions:

Traffic Study:

1. Number of delivery vans used daily

Response: As referenced in the Traffic Impact Study submitted to the Planning Board on August 6th, 2025, there are a total of 681 delivery vehicles at the facilities' projected full capacity that will enter and exit the site during a 24-hour period. There are three types of delivery vehicles included in that number: 454 vans, 97 box trucks, and 130 personally owned deliver vehicles. This information is included in Appendix B and referenced on page 13 under the "Trip Generation" section of the Traffic Impact Study.

2. Will individuals be doing deliveries in personal vehicles?

Response: Yes, deliveries to the customer from this proposed facility will also be supported by Flex Delivery Partners. Flex Delivery Partners are individuals who use their personal vehicles to deliver packages. For additional information, please visit Amazon's website (<https://flex.amazon.com/>).

3. How many LH trucks will be coming in and leaving and what time?

Response: There are 44-line haul trucks (tractor trailers) that will enter and exit the site at the facilities' projected full capacity. These trucks will enter and exit the site primarily overnight see below for more details. This detailed information is included in Appendix B (Page 131 of 131) and referenced on page 13 under the "Trip Generation" section of the Traffic Impact Study. A summary is below.

Trucks Per Hour	Time of Day
4	2am - 6am
3	Midnight - 2am, 6am-8am
2	8am - 10am, 8pm-Midnight
1	10am-Noon, 6pm – 8pm
0	Noon – 6pm

4. Are there going to be traffic signals?

Response: The Traffic Impact Study is recommending two signals be installed as a result of the traffic generated by the proposed development. One at the intersection of NYS Route 30A and the I-88 Westbound Ramps and the other at the proposed development's southern driveway. Installation of a traffic signal at both intersections will be reviewed and coordinated with NYSDOT. Final approval of the installation of a traffic signal is subject to NYSDOT approval.

5. Does the TS include line of sight?

Response: Yes, a sight distance analysis was performed to calculate the available sight distance and verify that adequate distance is provided that meets the AASHTO recommended values at the three proposed development driveways. This analysis is outlined on page 30 of the Traffic Impact Study.

6. Are the LH's coming from one location?

Response: The proposed facility will be a "last mile" delivery station. Customers can order a variety of products at any time and the fulfilment network will continually adapt to support customer demand. Depending on a variety of factors, line haul trucks (tractor trailers) may be dispatched from a number of facilities and travel along designated NYS approved truck routes to the facility.

7. Can the TS be given to the board in lay language?

Response: At the upcoming Planning Board meeting on August 19th, we plan to present a breakdown of the Traffic Impact Study for the Planning Board. In the interim, please see below for a summary of results of the traffic study:

- The proposed development is anticipated to create a total of 89 trips (54 enter and 35 exit) during the weekday AM peak hour (commuter peak 7am-9am) and 235 trips (84 enter and 151 exit) during the weekday PM peak hour (4pm-6pm).

These AM & PM peak hour trips are less than the peak hour trips previously approved for the Highbridge Development project.

- The NYS Route 30A/I-88 westbound ramp is currently at capacity and the installation of a traffic signal is recommended to account for future traffic volumes. No changes to the intersection geometry are proposed.
- The sight distance analysis confirmed the three proposed driveway locations have adequate sight distance.
- The proposed center Line Haul (tractor trailer) driveway onto NYS Route 30A is recommended to be stop sign controlled with a single entrance and exit lane and be limited to a right-out only exit movement.
- The proposed southern driveway onto NYS Route 30A will have a single entrance lane and two exiting lanes. A traffic signal is recommended at this intersection based on the three (3) signal warrants that are met at the facilities' projected capacity.
- As outlined in the Left Turn Lane Analysis, a two-way center left turn lane is recommended along the Route 30A corridor in front of the proposed driveways to enable vehicles to exit the through lanes when turning into the proposed site.
- The existing surrounding roadway network has adequate capacity to accommodate the traffic generated by the proposed development with negligible impacts to the traveling public with the proposed mitigation in place.

Noise Study:

8. Will there be fencing on the south side for the neighbors?

Response: Based on the conclusion of the noise study, a noise wall is not proposed along the south side of the site. The proposed noise wall location is shown on page 13 of the noise study and on the site plan sheet C-101.

Landscaping:

9. The rendering of the trees? Is it 1st to 5 years? How tall will they get?

Response: The renderings prepared for the August 19, 2025 Planning Board Meeting show the trees at both 1-year and 10-years after initial planting. At full growth some trees could reach 40 feet.

10. What is the height of the trees when planted, 10-12 feet?

Response: The height of the trees when planted varies from 8-12 feet. The planting schedule on sheets C-401 and C-402 note the planting size for each species.

11. Replacement of trees as necessary the first 5 years, what about afterwards?

Response: Per the initial site plan approval, condition of approval #12 states: "Applicant shall post financial security to be approved by the attorney of the Town for tree and landscaping replacement such that all planted trees and landscaping are alive and viable after five (5) years

from planting. Thereafter, as a condition of Site Plan Approval all landscaping on the approved plans shall be maintained and replaced, if necessary, for the life of the facility”.

12. Question on the placement of the type of trees shown on the diagram

Response: All tree types shown in the planting schedule are proposed throughout the site as shown on sheets C-401 and C-402. The tree types match the previously approved Highbridge development landscaping plan.

Facility:

13. Where are the break room locations?

Response: The Remote Breakroom is located in the "Plan Southwest" portion of the building. The Main Breakroom is located in the "Plan East" portion of the building. (See attached floor plan in green).

14. Is there refrigeration offered in break room?

Response: Yes, refrigeration is offered in both breakrooms. (See attached floor plan in orange).

15. What is the number of bathrooms?

Response: There are 5 total restrooms throughout building. (See attached floor plan in blue).

16. What type of lights will there be, can they be seen from I-88 and route 30A

Response: Site lighting is proposed throughout the site as shown on sheets C-101 and C-102. The proposed lights are dark sky compliant with shields to minimize light spillage onto neighboring properties. The photometric plans (sheets C-601 and C-602) show the foot-candle illumination from the lights throughout the site.

17. What type of signs will there be?

Response: A monument sign will be installed at each driveway as well as signage throughout the site for wayfinding and traffic flow. A building sign is also proposed along the western face of the building. The renderings prepared for the August 19, 2025 Planning Board meeting show the proposed signage.

18. Better photos of the fencing materials brought to next meeting

Response: Printed photos of the proposed noise wall will be brought to the August 19, 2025 Planning Board meeting.

19. Pros and cons consider the looks over time

Response: The proposed noise wall is made of a recycled plastic material specifically engineered for durability and UV resistance. This means the fencing material will not fade over time and requires minimal maintenance. The design life of the product is 50+ years.

20. Why the need for more parking spaces vs HB?

Response: The parking spaces need is based on the operational requirements of the facility as follows: 454 vans and their respective 454 van driver personal vehicle spaces. In addition, there are 30 box truck spaces and 117 warehouse employee parking spaces. This amounts to a total of 1,055 vehicle parking spaces as shown on the site plan.

21. Is there a video of how a last mile site works inside?

Response: Yes, we plan to present a video to the Planning Board during the next Planning Board Meeting on August 19th, 2025.

Public Questions:

Traffic Study:

22. What is the number of vans going out for deliveries and to what area?

Response: As referenced in the Traffic Impact Study submitted to the Planning Board on August 6th, 2025, there are a total of 681 delivery vehicles at the facilities' projected full capacity that will enter and exit the site during a 24-hour period. There are three types of delivery vehicles included in that number: 454 vans, 97 box trucks, and 130 personally owned deliver vehicles. This information is included in Appendix B and referenced on page 13 under the "Trip Generation" section of the Traffic Impact Study. Also, see response to #36 below for area served.

23. Will the TS take into consideration business on Park Place, Dunkin, County, Day Care?

Response: The Traffic Impact Study takes the traffic generated by the businesses in the study area into consideration. These traffic volumes were recorded during the traffic data collection process, outlined in the Traffic Impact Study on page 9.

24. Where was the traffic counters placed, before or after Dunkin?

Response: Traffic counts were recorded at each of the five existing study area intersections. Because traffic was recorded at the Park Place and I-88 Eastbound intersections, all traffic coming to and from the Dunkin Donuts, utilizing NYS Route 30A, was captured.

Noise Study:

25. Will the engine noise and backup on vans include?

Response: The noise study accounts for engine noise and backup alarms for both vans and line haul trucks (tractor trailers). See pages 5 and 6 of the noise study.

26. What is the grade coming out and leaving for the LH?

Response: The grade at the truck driveway is 5.1%. Page 5 of the noise study discusses the parameters included in the modeling including grades and elevation differences. The roadway layout for each driveway, all the circulatory roadways, I-88, and Route 30A are included in the noise study model.

27. Will the noise study reflect exhaust air brakes?

Response: The Noise Study does not reflect exhaust brakes specifically, however, the noise barrier surrounding the heavy truck parking area does provide shielding for the air release of the brakes which are approximately 18" lower to the ground or pavement elevation than the backup alarms.

28. Will the air conditioners noise be included in the noise study?

Response: Yes, air conditioners are included in the noise study. Discussion of the air conditioner units begins on page 7 of the report.

Facility:

29. How does this affect the property value for the neighbors?

Response: The Town of Schoharie issued a Negative Declaration under the NYS SEQRA law on May 16, 2023, concluding the development of the property for warehouse use will have no negative impacts to the surrounding neighborhoods. Amazon's proposed warehouse delivery station is consistent with the previously approved application and use, with no negative impacts to the surrounding neighborhoods. The property is zoned Commercial and this project as well as its respective use are permitted. The property has been zoned commercial for many years. The Town of Schoharie's Comprehensive Plan supports the commercial development of I-88 and Route 30A.

30. Are the vans going to be electric?

Response: Amazon anticipates that Delivery Service Partners will primarily use electric vehicles for customer delivery. At launch, the facility will be equipped with 238 electric vehicle chargers. However, due to various operational factors, gas vehicles may also be utilized for customer delivery.

31. Where will the charging sites be?

Response: Electric vehicle charging stations are proposed within the van parking lot on the east side of the site. Charging station locations are shown on the updated drawing sheet C-102 submitted for the August 19, 2025 Planning Board Meeting.

32. What is the water usage for Amazon?

Response: The estimated domestic water demand for the proposed project is approximately 4,900 gallons per day.

33. Where is the closest similar facility?

Response: DAB4 and DBU9 are the closest Amazon "last mile" delivery station, which are comparable to the proposed project. DAB4 is located in Amsterdam, NY. DBU9 is located in Colonie, NY.

34. The starting salary of \$18.00 too low.

Response: As of September 2024, the average national hourly wage of Amazon's customer fulfillment and operations roles is over \$22 per hour, and average total compensation is more than \$29 per hour when including the value of elected benefits employees receive on day one. Depending on the position, location, shift schedule in the U.S., employees can earn between \$18.00 and \$29.50 per hour. Full-time associates receive comprehensive benefits including medical, dental and vision insurance, family leave, 401k with company match, and life and disability insurance. Additionally, eligible employees can receive an education benefit through Amazon's Career Choice program. Part-time opportunities are great for parents seeking flexibility in schedule, college students, those seeking second jobs, and retirees. Currently, we have not established a specific starting wage for the proposed Schoharie facility because Amazon regularly reviews and updates wages based on several factors including average local labor rates for similar roles and Amazon's business needs. The exact starting rate will not be determined until Amazon is closer to opening the facility and starts the hiring process.

35. What is the water usage of Amazon?

Response: See response to question #32 above.

36. Can we have a map of the service area?

Response: Amazon uses proprietary, customized models to determine our service area. Our third-party delivery partners typically serve customers within a 60-minute drive time from the proposed facility.

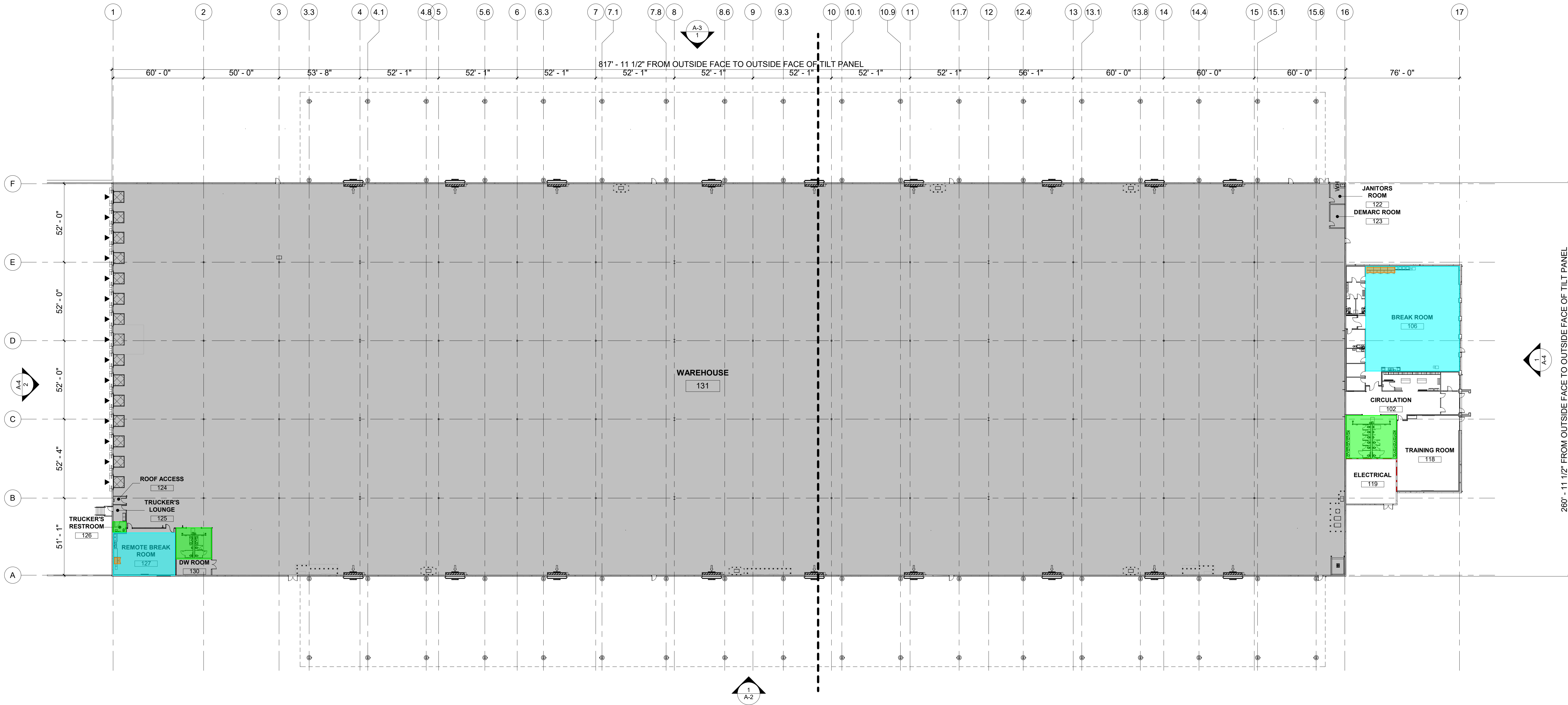
If you have any questions related to the above referenced information or if you require additional information, please contact me directly at Marcd@teamfsi.com or on my cell phone (510) 343-4342. We look forward to presenting the additional materials submitted at your August 19, 2025 Planning Board meeting.

Sincerely,

Marc A. de Bourbon

Attachments:

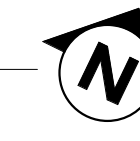
1. Building Floor Plan Highlights



1 OVERALL GROUND FLOOR PLAN

A-1

1" = 30'-0"



DESIGN TEAM

ARCHITECT
ATLANTIC AE
577 W. CHURCH AVE.
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PROJECT INFO

DAN8 - BTS
232 STATE ROUTE 30A
SCHOHARIE, NY 12157

REVISIONS

DATE	REVISION
1 06/02/2025	CONCEPT DESIGN

SHEET INFO

NAME: PRESENTATION
FLOOR PLAN

A-1

