

II. DESCRIPTION OF PROPOSED ACTION

Putnam Seabury Partners, L.P (the “Applicant”) is proposing a state-of-the art logistics center to meet the needs and demands of today’s marketplace. The proposed use will have minimal environmental impacts while creating jobs and generating substantial revenue for the Town and other taxing jurisdictions.

A. Introduction

The Applicant has petitioned the Town Board of the Town of Southeast, NY, for an amendment to the Zoning Ordinance and Map of the Town of Southeast, and is applying to the Town of Southeast Planning Board for re-subdivision and Site Plan and Conditional Use Permit approval for an approximately 1,125,000 square foot logistics center to be known as Northeast Interstate Logistics Center (the “proposed project”) on an approximately 328 acre site located at New York State (NYS) Route 312 and Pugsley Road (the “project site”).

The project site, which is currently comprised of 156 tax parcels, is proposed to be re-subdivided into 6 tax parcels. The proposed Northeast Interstate Logistics Center would include four buildings ranging in size from 173,775 to 366,404 square feet. The proposed buildings would be located on Lots 1, 2, and 3; Lot 4 would remain vacant except for potable water wells; and Lot 5 is proposed to be donated to Putnam County for new access to Tilly Foster Farm to Pugsley Road and the Applicant’s proposed traffic improvements at the intersection with NY 312, and potential related uses. Lot 6 would be donated to the New York State Department of Transportation (NYSDOT) for right-of-improvements.

The Applicant is requesting that the Town Board rezone from the RC District into the OP-3 District approximately 38.6 acres of the approximately 42 acre parcel now

referred to on the Putnam County Tax Map as Section 45, Block 1, Lot 4. The portion that is proposed to remain in the RC District fronts Route 312, and would be part of the proposed Lots 5 and 6. The remaining portions of the present parcel known as Section 45, Block 1, Lot 4, which would become the proposed Lots 5 and 6, would remain in the RC District. The Applicant is therefore requesting approximately 40% of the site's existing RC zoned property be rezoned to OP-3. The remaining parcels would retain their existing OP-3 zoning designation. In addition, the Applicant proposes to add "logistics center" as a "conditional use permit" use in the OP-3 Zoning District.

The purpose of this Draft Environmental Impact Statement (DEIS) is to assess the potential environmental impacts of the proposed zoning text and map amendments and the development approvals (the "Proposed Action") for the Northeast Interstate Logistics Center, as required under the State Environmental Quality Review Act (SEQRA) and its implementing regulations (6 NYCRR Part 617). The Town of Southeast Planning Board ("Planning Board") is the designated Lead Agency for the SEQRA process. The Planning Board declared itself Lead Agency on May 14, 2018. This DEIS has been prepared in accordance with the requirements of SEQRA, including 6 NYCRR Part 617.9

B. Project Purpose, Need, and Benefits

The proposed logistics center is a modernized distribution use. The need for distribution facilities has evolved and will continue to do so into the foreseeable future, due largely to e-commerce and computerization of society. Retail shopping, as noted widely, has shifted from conventional stores to online marketplaces where consumers can order from the convenience of their homes and businesses and have the goods delivered to their homes and businesses often within a day or two. According to a New York State Division of Research and Statistics report titled "The Transportation and Warehousing Sector in the Hudson Valley", dated June 2017, the number of jobs in warehousing and storage grew by 72% between 2010 and 2016. The report concludes that the transportation and warehousing sector has a bright outlook, with several national big-box retailers currently

operating distribution centers in the Hudson Valley region with more scheduled to open in the coming years.

A logistics center incorporates the traditional receipt, storage, and distribution of non-hazardous goods and materials, but adds a number of additional valuable services to support the distribution demands and increased productivity that has resulted. For example, the additional uses under a logistics center use include handling, shipment, consolidation, repackaging, labeling, assembly, aggregation, transloading, refrigeration, management or other similar activities of nonhazardous goods and materials.

To enable the development of a logistics center in the Town, the Applicant is petitioning the Town Board to establish a “logistics center” as a defined use, which would be defined as:

“A building or structure used for the receipt, storage, distribution, handling, shipment, consolidation, repackaging, labeling, assembly, aggregation, transloading, refrigeration, management or similar activities for non-hazardous goods, products, freight, cargo and/or materials. A Logistics Center may include associated office space and/or facilities for loading, unloading, transfer, repair and/or maintenance. A Logistics Center may also include accessory retail space, provided that such space shall comprise no more than two percent (2%) of the total floor area of such use.”

This site is a particularly appropriate location for a logistics center. It is easily accessible, close to I-684 and I-87, and is situated along Interstate I-84 directly off Exit 19, which is a full four (4) way interchange (Route 312 Interchange). Further, its central Putnam County location is convenient not only to Putnam County residents but also to the area employment centers of Westchester, Dutchess and Orange Counties in New York and Fairfield and Litchfield Counties in Connecticut. Nearby centers of commerce include White Plains, Poughkeepsie and Newburgh, NY, as well as Greenwich, Stamford and Waterbury, CT. The site’s location off the Route 312 Interchange and Pugsley Lane will allow for ample transportation access without disturbing local traffic within the Town. The site’s proximity to the Metro-North Southeast train station provides an excellent opportunity for potential private jitney service to the site to serve employees.

The closest major airport is Westchester County Airport, approximately 30 miles distant, with connections to many cities on the east coast, as well as Chicago. Stewart International Airport is approximately 36 miles distant with passenger service to northern Europe and selected US cities, and freight service via Fed Express and UPS. The airport is operated by the Port Authority of New York and New Jersey (PANYNJ) and is destined for expansion for both passenger and freight services and is designated as a free trade zone.

Due to the rapid expansion of this real estate sector, demand often exceeds supply and due to the technological requirements of the space users, much of the standing inventory is functionally obsolete. All markets see increasing demand coupled with a scarcity of development sites to meet the industry's needs. The proposed project will provide needed state-of-the-art space.

The New York State Department of Labor recognizes in its study entitled "The Transportation and Warehousing Sector in the Hudson Valley", dated June 2017, that these uses have been attracted to the region notably due to its proximity to major airports and major highways. Warehousing and storage uses added approximately 1,500 jobs to the region between 2010-2016, and accounted for 3.3% of the region's employment in 2016. The report notes, however, that Putnam County may be underserved. As such, there is an obvious opportunity for increased economic development in this area for the County.

The Town of Southeast's "Comprehensive Plan Update" (CPU), adopted August 21, 2014, notes that the Town of Southeast is the economic center of Putnam County. The Town's access to major transportation corridors, including I-84, has made the Town an attractive location for new economic activity. Firms seeking to take advantage of the metropolitan market while providing quality-of-life for its employees will locate within Putnam County.

The CPU recommends that new uses be added to the Zoning Code to capture the types

of commercial enterprises envisioned today. This would include such uses as the “logistics center” proposed by the Applicant. Figure 7-1 of the CPU depicts the Campus at Fields Corners site (the same site as the proposed project) within a potential commercial activity area.

The project would contribute (via a PILOT Payment in Lieu of Taxes program the Applicant is seeking), which would be induced by the Putnam County IDA (Industrial Development Agency) and provide substantial additional annual revenue to the Town’s property tax base over both its existing vacant land condition and the previously approved 143 unit residential development. Additionally, the project would contribute no additional school children to the Brewster Central School District, and will generate few additional demands for municipal services. As such, it is anticipated that the revenue generated by the project would easily outweigh the project’s demand on municipal services.

The project is anticipated to employ directly approximately 665 people when fully operational, and thus is a significant source of job creation. Appendix H-2 contains an “Economic Impact Analysis” that details the economic benefits of the proposed project, both during construction and during operation. When aggregating direct, indirect and induced outputs from the construction phase, the project is expected to contribute \$110,555,593 of economic output to the local Southeast economy. During the operations phase, the project is estimated to annually generate \$91,581,976 in economic output to the Town’s economy.

During the construction period, labor income is expected to reach \$45,511,667 at the local level. During the operations period, labor income is projected total \$32,370,903 towards the local economy on an annual basis.

Direct, indirect and induced jobs to be created during the construction phase are anticipated to reach 818 jobs at the local level. In addition, the operation of the proposed project is anticipated to generate 919 direct, indirect, and induced jobs at the local level, of which 665 would be on-site and related to the operation of the facility.

In sum, the development and implementation of the proposed project would have a positive impact on the economy of the Town of Southeast.

A goal of the Town's CPU is to diversify the Town's base of business and industry to strengthen the Town's tax base and to provide employment opportunities for area residents (CPU Section 7.4). The CPU further notes that the Town is the economic center of Putnam County (CPU Section 2.1). The project is consistent with the community's intent on growth to assure its economic sustainability while protecting the integrity of its natural resources and infrastructure (CPU Section 1.4).

C. Site Location/Environmental Setting

The ±328.0 acre property is located on either side of Pugsley Road and Fields Corner Road, to the northwest of the Exit 19 I-84/NY Route 312 interchange, and extends to the Town line of the Town of Patterson to the north. It is entirely located within the Town of Southeast, in the northwest corner of the Town (Figure II-1 and II-2). The site is within the New York City Department of Environmental Conservation (NYCDEP) watershed.

Table II-1, below, identifies the proposed and existing tax parcels, their acreage and zoning classification. The existing parcels are depicted on the full-size drawings C-010, C-020, C-030, C-040, C-050, and C-060 "Existing Conditions Maps".

Table II-1
Proposed and Existing Tax Parcels

Proposed Tax Parcels

#	Tax ID #	Acreage	Zoning
1	TBD	69.86	OP-3
2	TBD	99.37	OP-3
3	TBD	97.59	OP-3
4	TBD	57.28	RC
5	TBD	3.18	RC
6	TBD	0.74	RC

Existing Tax Parcels

#	Tax ID #	Acreage	Zoning
1	45.-1-4 (NH)	42.54	RC
2	45.-1-5.2 (NH)	21.74	OP-3
3	45.-1-5.3	29.50	OP-3
4	45.-1-8.1	10.44	OP-3
5	45.-1-8.2	8.95	OP-3
6	45.-1-8.3	3.40	OP-3
7	45.-1-12 (NH)	52.52	RC
8	45.-1-13 (NH)	7.78	RC
9	45.-3-1	0.56	OP-3
10	45.-3-2	0.89	OP-3
11	45.-3-3	0.67	OP-3
12	45.-3-4	0.38	OP-3
13	45.-3-5	0.44	OP-3

#	Tax ID #	Acreage	Zoning
14	45.-3-6	0.74	OP-3
15	45.-3-7	0.99	OP-3
16	45.-3-8	0.40	OP-3
17	45.-3-9	0.70	OP-3
18	45.-3-10	0.67	OP-3
19	45.-3-11	0.45	OP-3
20	45.-3-12	0.37	OP-3
21	45.-3-13	0.72	OP-3
22	45.-3-14	0.78	OP-3
23	45.-3-15	0.56	OP-3
24	45.-3-16	0.91	OP-3
25	45.-3-17	0.93	OP-3
26	45.-3-18	0.53	OP-3
27	45.-3-19	0.32	OP-3
28	45.-3-20	0.31	OP-3
29	45.-3-21	0.35	OP-3
30	45.-3-22	0.48	OP-3
31	45.-3-23	0.74	OP-3
32	45.-3-24	0.52	OP-3
33	45.-3-25	0.61	OP-3
34	45.-3-26	0.52	OP-3
35	45.-3-27	0.59	OP-3
36	45.-3-28	0.49	OP-3
37	45.-3-29	0.39	OP-3
38	45.-3-30	0.39	OP-3
39	45.-3-32	0.66	OP-3
40	45.-3-33	0.45	OP-3
41	45.-3-34	0.62	OP-3
42	45.-3-35	0.52	OP-3

#	Tax ID #	Acreage	Zoning
43	45.-3-36	0.45	OP-3
44	45.-3-37	0.62	OP-3
45	45.-3-38	0.67	OP-3
46	45.-3-39	0.45	OP-3
47	45.-3-40	0.55	OP-3
48	45.-3-41	0.82	OP-3
49	45.-3-42	0.64	OP-3
50	45.-3-43	0.54	OP-3
51	45.-3-44	0.61	OP-3
52	45.-3-45	0.51	OP-3
53	45.-3-46	0.60	OP-3
54	45.-3-47	0.38	OP-3
55	45.-3-48	0.51	OP-3
56	45.-3-49	0.57	OP-3
57	45.-3-50	0.46	OP-3
58	45.-3-51	0.39	OP-3
59	45.-3-52	0.55	OP-3
60	45.-3-53	0.68	OP-3
61	45.-3-54	0.53	OP-3
62	45.-3-55	0.46	OP-3
63	45.-3-56	0.35	OP-3
64	45.-3-57	0.42	OP-3
65	45.-3-58	0.55	OP-3
66	45.-3-59	0.77	OP-3
67	45.-3-60	0.73	OP-3
68	45.-3-61	0.60	OP-3
69	45.-3-62	0.81	OP-3
70	45.-3-63	0.62	OP-3
71	45.-3-64	0.68	OP-3

#	Tax ID #	Acreage	Zoning
72	45.-3-65	0.62	OP-3
73	45.-3-66	0.66	OP-3
74	45.-3-67	0.77	OP-3
75	45.-3-68	0.93	OP-3
76	45.-3-69	0.47	OP-3
77	45.-3-70	0.34	OP-3
78	45.-3-71	0.38	OP-3
79	45.-3-72	0.38	OP-3
80	45.-3-73	0.69	OP-3
81	45.-3-74	0.67	OP-3
82	45.-3-75	0.66	OP-3
83	45.-3-76	0.39	OP-3
84	45.-3-77	0.31	OP-3
85	45.-3-78	0.39	OP-3
86	45.-3-79	0.39	OP-3
87	45.-3-80	0.68	OP-3
88	45.-3-81	0.61	OP-3
89	45.-3-82	0.49	OP-3
90	45.-3-83	0.49	OP-3
91	45.-3-84	0.65	OP-3
92	45.-3-85	0.56	OP-3
93	45.-3-86	0.34	OP-3
94	45.-3-87	0.58	OP-3
95	45.-3-88	0.80	OP-3
96	45.-3-89	0.38	OP-3
97	45.-3-90	0.70	OP-3
98	45.-3-91	0.31	OP-3
99	45.-3-92	0.33	OP-3
100	45.-3-93	0.30	OP-3

#	Tax ID #	Acreage	Zoning
101	45.-3-94	0.35	OP-3
102	45.-3-95	0.34	OP-3
103	45.-3-96	0.57	OP-3
104	45.-3-97	0.61	OP-3
105	45.-3-98	0.46	OP-3
106	45.-3-99	0.36	OP-3
107	45.-3-100	0.41	OP-3
108	45.-3-101	0.49	OP-3
109	45.-3-102	0.54	OP-3
110	45.-3-103	1.01	OP-3
111	45.-3-104	1.08	OP-3
112	45.-3-105	0.79	OP-3
113	45.-3-106	0.54	OP-3
114	45.-3-107	0.48	OP-3
115	45.-3-108	0.73	OP-3
116	45.-3-109	0.41	OP-3
117	45.-3-110	0.34	OP-3
118	45.-3-111	0.37	OP-3
119	45.-3-112	0.46	OP-3
120	45.-3-113	0.43	OP-3
121	45.-3-114	0.61	OP-3
122	45.-3-115	1.35	OP-3
123	45.-3-116	0.75	OP-3
124	45.-3-117	0.48	OP-3
125	45.-3-118	0.53	OP-3
126	45.-3-119	0.43	OP-3
127	45.-3-120	0.42	OP-3
128	45.-3-121	0.46	OP-3
129	45.-3-122	0.69	OP-3

#	Tax ID #	Acreage	Zoning
130	45.-3-123	0.77	OP-3
131	45.-3-124	0.53	OP-3
132	45.-3-125	0.61	OP-3
133	45.-3-126	0.57	OP-3
134	45.-3-127	0.50	OP-3
135	45.-3-128	0.59	OP-3
136	45.-3-129	0.61	OP-3
137	45.-3-130	0.57	OP-3
138	45.-3-131	0.58	OP-3
139	45.-3-132	0.48	OP-3
140	45.-3-133	0.49	OP-3
141	45.-3-134	0.63	OP-3
142	45.-3-135	0.61	OP-3
143	45.-3-136	1.24	OP-3
144	45.-3-137	0.48	OP-3
145	45.-3-138	0.44	OP-3
146	45.-3-139	0.81	OP-3
147	45.-3-140	0.98	OP-3
148	45.-3-141	0.96	OP-3
149	45.-3-142	0.60	OP-3
150	45.-3-143	0.61	OP-3
151	45.-3-144	19.80	OP-3
152	45.-3-145	9.10	OP-3
153	45.-3-146	23.32	OP-3
154	45.-3-147	4.74	OP-3
155	45.-3-148	9.76	OP-3
156	45.-3-31	0.79	OP-3

Source: Putnam County GIS eParcel; Town 2017 Final Assessment Roll

Notes:

- (1) Tax Lot 45.-3-148 does not appear on the Town of Southeast Tax Map.
- (2) NH = Non-homestead taxed parcel.
- (3) Zoning classification:

OP-3 = Office Park OP-3 District

RC = Rural Commercial District

Existing site acreage in the RC zone is 102.8 acres, and proposed site acreage in the RC zone is 61.2 acres. 60% of the RC zone on the property will therefore remain. Existing site acreage in the OP-3 zone is 225.2 acres, and proposed site acreage in the OP-3 zone is 266.8 acres.

The surrounding areas contain a variety of land uses. In addition to interstate, state, and local roads, surroundings include farms, residential homes or complexes, shopping centers/office buildings, a golf course, the Middle Branch Croton River, as well as undeveloped, mainly forested parcels.

The property was previously maintained as agricultural pastures, including as a livestock farm, which was subsequently abandoned, with portions of the site characterized by overgrown former farm fields, with tangles of dense underbrush, small trees, and wild rose. The open fields were once separated by stone wall fences and hedgerows. No buildings remain on the property. There are some areas of secondary growth woodlands. The site contains six wetlands (see Section III.D) including four regulated by the NYSDEC, and two regulated by the Town of Southeast (all are regulated by the USACOE). A NY State Electric and Power easement traverses north to south along the westerly portion of the site.

D. Proposed Development

I. Project Background and History

The Applicant, Putnam Seabury Partners, L.P., currently has vested rights to develop a 143-unit residential project on the site through December 31, 2020.

By way of background, on or about November 25, 1987, Putnam Seabury Partners, L.P. filed a petition to modify the existing OP-2 Zone then applicable to the project site to an OP-3 Zone (The OP-2 Zone permitted warehouse uses as a conditional use.) The new OP-3 zoning classification would allow higher density residential or affordable housing, commercial office and certain retail development, all of which was consistent with the Town's stated development goals at the time. The Applicant submitted a conceptual development plan, for a project known as "The Campus at Fields Corners" (the "Campus"), in conjunction with its proposed rezoning, which consisted of office space, townhouse units, retail space, and a hotel.

The Town Board of the Town of Southeast served as Lead Agency for that action's SEQRA review.

On December 14, 1989, the Town Board adopted a Findings Statement for a rezoning of the property to OP-3, to accommodate a mix of office, hotel, retail and residential uses. The Town Board thereafter placed the Campus at Fields Corners project site within the OP-3 zone in or about January 1990.

In 1991, the Applicant filed a more detailed site plan application with the Town Planning Board to develop the first phase of its project in accordance with the zoning criteria set forth in the then newly adopted OP-3 Zone. The preliminary subdivision application proposed the creation of three separate lots on the site. The preliminary site plan application pertained to Campus Lots 1 and 2 which totaled 185.2 acres and

was known as Phase I. The Phase I plan proposed an office/commercial development of 237,000 s.f. and 327 residential units, including 70 single family detached homes and 257 townhouses. Phase I encompassed all of the allowable residential density and a portion of the allowable commercial density of the site. The Planning Board served as the Lead Agency under SEQRA for the application, and issued a Findings Statement dated November 1, 1994 describing a preliminary subdivision application for the entire site and a preliminary site plan application for a portion of the site. Site planning for the remainder of the property's approximately 143 acres was to follow at a subsequent time.

Following the issuance of the Department of Environmental Protection's (DEP) Watershed Regulations, in or about March 1999, DEP approved the project for participation in its Phosphorous Offset Pilot Program, which allowed for a wastewater treatment plant (WWTP) for the project. Following DEP's approval of the project's participation in the Pilot Program, in the Fall of 2000, the Applicant submitted proposed revisions to Phase I of the Campus Project, reflecting reduced residential density from the original proposed 327 residential units to 143 single-family residential dwellings within the same limits of disturbance, while maintaining the 237,000 square feet of office/commercial space development. In or about January 2001, the Planning Board adopted a Resolution granting Overall Development Plan approval for the revised project, and authorized the Applicant to pursue final site plan and subdivision approval. On September 23, 2003, the Town Board adopted a resolution authorizing the Planning Board to approve the revised project. On April 12, 2004, the Town Planning Board adopted a Resolution for Final Subdivision Plat Conditional Approval to subdivide the property into five lots defining the areas to be developed for residential and commercial purposes, with a resubdivision of residential parcels subject to additional review and action by the Planning Board. Also on April 12, 2004, a Resolution of Final Resubdivision Plat Conditional Approval was adopted by the Town Planning Board for the residential portion of the property, for the subdivision of 143 single-family house lots and associated common and open-space areas.

A Resolution of Final Subdivision and Resubdivision Plat Conditional Approval for the 182.5 acre portion of the Campus property was adopted by the Town Planning Board on March 28, 2005, which included modifications to the April 12, 2004 resolutions at the request of the Planning Board, the Town Engineer, the NYSDEC, and the NYCDEP, while maintaining the total number of residential lots. This was on an OP-3 portion of the property. The RC as well as the remaining OP-3 portions of the site were available for additional development. On or about June 8, 2006, the Applicant obtained Final Subdivision Plat Approval and filed the approved Final Subdivision Plat in the Office of the Putnam County Clerk.

Pursuant to a Stipulation of Settlement, which was so ordered by the Westchester Supreme Court on December 21, 2010, the Town acknowledges and recognizes that the Applicant has vested rights to this residential project through December 31, 2020.

2. Project Description

a. Existing and Proposed Rezoning

A 228.2 acre portion of the property is zoned OP-3 “Office Park OP-3 District,” with the remaining 99.8 acres zoned RC “Rural Commercial District.” The Applicant proposes, as part of the proposed project, to rezone approximately 42.5 acres of the RC portion of the property to OP-3, as discussed in greater detail in Section III.A. A zoning text amendment is proposed to permit a new “logistics center” conditional use within the OP-3 district.

There are 156 tax parcels on the property (see full-sized plans C-020, C-030, C-040, C-050, and C-060 “Existing Conditions Map”). These will be resubdivided into 5 proposed lots. The property is owned by Putnam Seabury Partners, L.P.

The Applicant seeks to amend Chapter 138 “Zoning” of the Town Code as follows:

- Make a “logistics center” a defined term under Section 138-4(b);
- Allow logistics centers as a conditional use in the Town, allowable only on lots of at least twenty-five (25) acres and subject to prescribed Design Guidelines;
- Make a logistics center a permitted conditional use in the OP-3 District; and Rezone the parcel referred to on the Putnam County Tax Map as Section 45, Block 1, Lot 4 from the RC District into the OP-3 District.

The overall property is proposed to be subdivided into six lots (Figure II-3 and Figure II-4). Lot 1 is to contain two logistics center buildings, with Building #1 having 261,320 s.f. and Building #2 having 173,775 s.f. Lot 2 is to contain Building #3 with 323,076 s.f. and Lot 3 is to contain Building #4 with 366,404 s.f. Total logistics center space is therefore 1,124,575 s.f. Lot 4 contains the existing supply well NW4, and Lot 3 contains the existing supply well OW3. Together, these two wells will serve the project. The Applicant is discussing donating Lot 5 to Putnam County in connection for use with the County’s Tilly Foster Farm & Educational Institute, which is adjacent and would potentially gain access to Pugsley Road and to the Applicant’s proposed traffic improvements at the intersection with NY 312. The County has expressed an interest. Lot 6 would be donated to the NYSDOT for right-of-way improvements.

Proposed lot acreages are shown below:

Lot #	Approximate Acreage
1	69.86
2	99.37
3	97.59
4	57.28
5	3.16
6	<u>0.77</u>
Total Acres	328.03 acres

Table II-2 below, summarizes the dimensional information for each lot.

Table II-2

TABLE OF LAND USE							
Proposed Use: Logistics Center⁽¹⁾							
Existing/Proposed Zoning District: Office Park OP-3 District⁽²⁾							
Description	Required /Permitted	Provided					
		Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6
Lot Area (Minimum) (Square Feet/Acres)	100,000/2.30	±3,043,310 /±69.86	±4,328,499 /±99.37	±4,251,060 /±97.59	±2,495,104 /±57.28	±137,436 /±3.16	±33,559 /±0.77
Lot Width (Minimum) (Feet)	400	±3,550	±425	±2,180	±1,900	±570	±510
Lot Frontage (Minimum) (Feet)	400	±3,565	±425	±2,260	±2,935	±630	±530
Lot Depth (Minimum) (Feet)	400	±750	±2,550	±975	±1,155	±235	±195
Building Height (Maximum) (Feet/Stories)	45/3	43.6/1	43.6/1	43.6/1	-	-	-
Gross Floor Area (Maximum) (Square Feet)	(See Note 3)	435,095	323,076	366,404	-	-	-
Building Coverage (Maximum) (Percent)	25	14.30	7.46	8.62	-	-	-
Lot Coverage Total (Maximum) (Percent)	55	33.1	16.2	18.4	-	-	-
Open Space (Minimum) (Percent)	45	66.9	83.8	81.6	-	-	-

TABLE OF LAND USE							
Proposed Use: Logistics Center ⁽¹⁾							
Existing/Proposed Zoning District: Office Park OP-3 District ⁽²⁾							
Description	Required /Permitted	Provided					
		Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6
Buildable Area Calculations⁽⁴⁾							
State Designated Wetlands (Square Feet/Acres)	-	±115,269 /±2.65	±60,583 /±1.39	±659,141 /±15.13	-	-	-
Slopes Over 25% in Grade (Square Feet/Acres)	-	±77,529 /±1.78	±277,522 /±6.37	±227,060 /±5.21	-	-	-
Total Deductions (50%) (Square Feet/Acres)	-	±96,399 /±2.21	±169,053 /±3.88	±443,101 /±10.17	-	-	-
Net Buildable Area (Square Feet/Acres)	-	±2,946,911 /±67.65	±4,159,446 /±95.49	±3,807,959 /±87.42	-	-	-
Floor Area Ratio (Maximum) ⁽⁴⁾ (Ratio)	0.15/0.25 ⁽⁵⁾	0.148	0.078	0.096	-	-	-
Yards							
Front Building Setback (Feet)	100/50 ⁽⁶⁾	212	907	593	-	-	-
Rear Building Setback (Feet)	50	235	1,481	85	-	-	-
Side Building Setback (Feet)	50	567	160	177	-	-	-
Parking Setbacks							
Front Parking Setback (Feet)	50/25 ⁽⁶⁾	142	734	441	-	-	-
Rear Parking Setback (Feet)	25	61	1,328	33	-	-	-
Side Parking Setback (Feet)	25	432	55	34	-	-	-

TABLE OF LAND USE							
Proposed Use: Logistics Center⁽¹⁾							
Existing/Proposed Zoning District: Office Park OP-3 District⁽²⁾							
Description	Required /Permitted	Provided					
		Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6
Parking Requirements							
Requirement (See Parking And Loading Table II-3)	-	173	128	145	-	-	-
Standard Spaces Provided	-	279	210	238	-	-	-
Accessible Spaces Provided	-	14	7	8	-	-	-
Total Provided	-	293	217	246	-	-	-
Loading Requirements							
Requirement (1 Space Per 40,000 S.F.)	-	11	9	10	-	-	-
Provided	-	91	51	70	-	-	-

Table Of Land Use Notes:

- (1) Refer to proposed supplemental regulations for logistics center within Town Code Section 138.
- (2) A portion of the site is proposed to be rezoned from RC district to OP-3 district. The remaining portion of the site is currently zoned within the OP-3 district. Proposed lots 4, 5, and 6 are proposed to remain zoned in the RC district.
- (3) Maximum permitted gross floor area per lot is equivalent to 0.25 of the net buildable area:
 - Lot 1: 736,727 square feet
 - Lot 2: 1,036,861 square feet
 - Lot 3: 951,239 square feet
 - Total: 2,724,827 square feet
 The total proposed gross floor area of 1,124,575 square feet is 41 percent of the total permitted gross floor area.
- (4) "Floor Area Ratio" is defined by the Zoning Code as the gross floor area in square feet of all buildings on a lot divided by the area of such lot in square feet. "Buildable Area" is defined by the Zoning Code as all land minus 50% of the acreage of state designated wetlands and 50% of the acreage of slopes over 25% in grade.
- (5) A floor area ratio of 0.15 shall not be exceeded without a transportation district in place or until the road improvements necessary to accommodate the additional development are made.
- (6) Front yard and front yard parking setback requirements may be reduced by up to 50% for any street or road other than state or county road or highway.
- (7) Bulk requirements of proposed Lot 4 depicted include two well parcels.
- (8) Bulk requirements of proposed Lot 5 depicted are based on the land donation of proposed Lot 6 to New York State Department of Transportation (NYSDOT). Therefore, proposed Lot 6 becomes part of the existing right-of-way.

b. Proposed Buildings

Figures II-5 and II.5-A illustrate elevations of the typical logistics center building. Each building is of a different size, with Building #1 containing 261,320 s.f., Building #2 containing 173,775 s.f., Building #3 containing 323,076 s.f., Building #4 containing 366,404 s.f. Total logistics center space is therefore 1,124,575 s.f.

The OP-3 zone permits a maximum building height of 45 feet, excluding parapet walls up to four feet, as well as rooftop mechanical equipment not exceeding 10 percent of the roof area and appropriately set back from the edge of the roof at

least one foot for each one foot that the structure exceeds the maximum height. The proposed buildings will have a clear interior ceiling height of 36 feet, which is typical for new Class A logistics center buildings. The roof support structure will be approximately four-six feet in height, resulting in a total height of approximately 40-42 feet, excluding the parapet. The parapet height is planned at 6 inches, except at the corners of the buildings, where it will be two feet. As a result, the buildings will have a roof height of 40-42 feet, and with a 6-inch parapet, the total apparent height is 40.5-42.5 feet, except at the corners of the buildings where it will be 42-44 feet.

Therefore, the roof height does not exceed the permitted height of 45 feet, which excludes the parapet height, and the parapet does not exceed its permitted height of 4 feet. In summary, while the buildings could have a total permitted apparent height of 49 feet (maximum 45 feet of roof height and maximum 4 feet of parapet height), they instead have a total apparent height of only 40.5-42.5 feet except at the corners of the buildings.

Buildings 1 and 2 have been designed with the finished floor elevations of the buildings below the highest existing grades of the top of the ridgeline, thus reducing their visibility along the ridgeline. The proposed project would remove the top of the ridgeline and set the building at a lower elevation, thus minimizing the impact to the viewshed. Similarly, Buildings 3 and 4 have been sited so that the finished floor elevations of the buildings are below the highest existing grades, with Building 4 being 17.5 feet below the top of the existing ridgeline which will be removed. Figures III.C-1 and III.C-2 in Section III.C "Visual Resources" provide cross sections of the proposed buildings through the existing ridgelines. The cross sections illustrate the existing grades with a dashed line and the proposed grades with a solid line. With the proposed finished floor elevations below the existing grades of the ridgetops, the visibility of the proposed buildings has been reduced to the maximum extent practicable. Further lowering of the buildings could create a major imbalance, on a phase by phase basis, of the amount of fill that would either

need to be exported from the site. This reduces the effective height of the proposed roof level height for Building 4 from 40-42 feet to approximately 22.5 - 24.5 feet (after subtracting the 17.5 feet below the existing ridgetop) along the top of the existing ridgeline, as compared to the 49 feet of maximum permitted roof height including a four foot parapet, resulting in a total reduction of up to approximately 50 percent at the top of the existing ridgeline. Figure III.C-2A in Section III.C “Visual Resources” shows a comparison of the proposed Building 4 with a finished floor elevation 17.5 feet below the highest existing grade compared to a permitted 49 foot (including the parapet) high building constructed on the ridgetop.

In addition, the visibility of the buildings will be further reduced by removing trees at a ratio substantially below the maximum number of trees permitted by the Town, preserving existing trees within the ridgeline and adjacent areas where practicable, providing a substantial buffer from roadways and residents, coloring the buildings to blend into the surroundings, providing retaining walls, providing extensive evergreen and deciduous tree plantings, and providing dark sky friendly site lighting (as discussed in Section III.C “Visual Resources” of the DEIS).

The approximate building lengths range from 940 feet (Building #1) to 1,318 feet (Building #4).

Retaining walls are proposed at various locations throughout the site. The retaining walls will be terraced and will have plantings between the individual walls as well as along the tops of the walls to screen the walls and buildings. The walls will minimize disturbances within the site, including wetland buffers, and will preserve trees which would otherwise be removed. No proposed individual retaining wall exceeds 10 feet in height.

Retaining walls are proposed in the vicinity of Building 4. A retaining wall is proposed adjacent to the truck parking spaces on the west side of the building

with a maximum height of 8.1 feet. In the northwest corner of the circulating vehicular roadway and truck parking spaces three tiered walls are proposed to meet existing grades at the bottom of the walls. The maximum height of each wall is ten feet. (See full-size drawing C-200 “Overall Grading Plan”.)

At the westerly side of the driveway entrance to Buildings 1 and 2, there are proposed two 10-foot retaining walls, in addition to a 32-foot high slope above the walls. There is also a single 10-foot high retaining wall at the top of that slope next to the circulating roadway adjacent to Building 1. A 4-foot high chain link safety fence is provided on the top of each retaining wall.

Five foot wide sidewalks are provided along the front of each building that connect to the accessible parking areas. Crosswalks are proposed to connect the sidewalks along the buildings to the standard parking spaces. There are no pedestrian connections between buildings as each may be operated independently.

Patio areas are proposed as an employee amenity along the side of each building near the main building entrance. Should Building 2 become a multitenant building, two main building entrances are currently proposed with a patio area adjacent to each entrance. The sizes of the proposed patio areas are: 2,664 s.f. for Building 1; 1,961 s.f. for each of the patio areas at Building 2; 2,256 s.f. for Building 3; and 2,775 s.f. for Building 4.

c. Landscaping and Lighting

The project will retain substantial open space and vegetation throughout the property. Approximately 196 acres, or 60% of the site, will be undisturbed, including Lot 4(57.28 acres). Also, additional landscaping is proposed to promote a rural feel and buffer other land uses in the area, as depicted on the Landscaping Plans (drawings C-501 through C-505). The project has been specifically designed to provide buffering with residences in the general vicinity of the proposed

development. to help protect property values, and preserve community character. In addition to preserving significant open space and vegetation on the property, such as on-site trees and shrubs, the Applicant is proposing additional screening on portions of the property to enhance buffering from abutting properties. The proposed buffering includes planting evergreen trees behind Building #4 to screen residential views of the building (see Section III.C “Visual Resources).

The outdoor lighting for the site is illustrated in the lighting plans included with this submission. The proposed site lighting will be dark sky friendly to minimize the visibility of the lighting. All lighting fixtures will be directed down and shielded to mitigate light spillage. Thus, the lighting is designed in such a way that it will have minimal impact on neighboring properties, in conformance with Section 138-98.A(1) of the Town Code, which states that all new outdoor light fixtures, except street lighting, are to be designed to prevent light trespass exceeding 0.5 footcandles on nonresidentially zoned property. See full-sized “Lighting Plan” drawings C-601, C-602, C-603, C-604, and C-605.

d. Vehicle Access and Circulation

Regional access to the site would be primarily via I-84, which intersects NY 312 at interchange 19. Secondary regional access is provided via NY 6. Pugsley Road provides access to the site from NY 312.

Currently, the majority of Pugsley Road is paved to the intersections with Zimmer Road and Barrett Road. There are no pavement markings on the existing road and the pavement is in poor condition. North of Barrett Road, the dirt road portion of Pugsley Road changes name to Fields Corner Road, which continues as a relatively narrow dirt road of varying widths to the Patterson Town line, where it changes name to Fields Lane and continues primarily as a dirt road until it intersects Fair Street. Pugsley Road and Fields Corner Road are seasonally maintained roads and are closed annually from December 1 to April 1. Since the

existing Town roads are relatively narrow and in poor condition and thus not suitable for the proposed use, the Applicant will need to reconstruct both Pugsley Road and Barrett Road to provide proper lane widths, grades and turning radii. The Pugsley Road portion to be reconstructed is 0.8 mile from Route 312 to Barrett Road. The Barrett Road reconstruction is 0.3 mile from Pugsley Road to the currently proposed cul-de-sac. Accordingly, while nearly all development sites in the Town can be accessed simply by connecting a driveway to the existing public road, the Applicant must construct more than a mile of new roads to access the subject development.

Barrett Road is proposed to become a private road as it will only serve the property, and as a private road will save the Town the cost of maintenance, which will become the responsibility of the Applicant. As discussed in Section III.B “Traffic”, Fields Corner Road is proposed to be closed at the request of the Town of Patterson (see letter from JMC to the Town of Patterson Supervisor, dated April 23, 2018, in Appendix I-2) by providing an emergency access gate at the Town line, with gravel turnarounds provided. This will restrict any truck or other traffic accessing the site directly from the Town of Patterson.

Access to Building #1 and Building #2 will be provided via a driveway off of Pugsley Road, with loading docks provided at the rear (westerly) side of the buildings. Access to Building #3 and Building #4 will be provided via Barrett Road, with a turnaround provided just past and to the west of the entrances to each of the two buildings. Loading docks are positioned to the east side of the buildings to face away from the residential uses to the west and northwest. Security gates are not proposed at this time. If a specific future tenant desires security gates, the gates could be installed within the individual access driveways for each building and would be placed in a manner that would not impede traffic destined to or from other buildings. The employee parking spaces have been designed to separate the substantial majority of employee parking areas from truck traffic.

NYSDOT restricts large trucks known as Special Dimension Vehicles, including 53 foot trailers, to travel beyond one mile of an interstate ramp, unless along specially designated truck access highways. The southern proposed site access driveway serving Buildings 1 and 2 would be within the restriction of one mile of the farthest I-84 ramp, the I-84 westbound ramps. In association with the project, Pugsley Road would be improved to provide 12 foot lanes and the proposed improvements to the Route 312/Pugsley Road intersection and the Pugsley Road/Barrett Road intersection have been designed to accommodate a WB-67 design (Special Dimension Vehicle) with a 53' trailer. The Pugsley Road portion to be designated as a truck access highway is 0.8 mile from Route 312 to Barrett Road. NYSDOT has confirmed that Barrett Road will not need to be designated as a truck access highway since it is proposed to be a private road and the NYSDOT Special Dimension Vehicles regulations do not apply to private roads.

The Applicant has met with NYSDOT on multiple occasions to discuss the project, including the requested Special Dimension Vehicles Access Highway designation. Based on these meetings, and as described in a document provided by NYSDOT to the Applicant and representatives from the Town at a meeting on 4/16/2018, the Applicant understands that the NYSDOT will approve the Access Highway designation subject to the following conditions:

1. The NYSDOT has indicated that they require written documentation from the Town supporting the Access Highway request.
2. Submission of final plans indicating minimum lane widths of 10 feet;
3. Notification to NYSDOT Region 8 when the road is completed; and
4. NYSDOT Region 8 inspection of the site to ensure that the road was constructed according to the project plan.

Once NYSDOT Region 8 has inspected the site and roadway it would notify the NYSDOT's Main Office in Albany, NY, and it would be entered into the database that the Access Highway designation is approved, which would be effective

immediately. No written notification to the NYS Police or Town would occur until this inspection has been completed. The final approval of the Access Highway designation will likely coincide with the Town's issuance of a Certificate of Occupancy (CO) to the project. The NYSDOT approval process is further described in Appendix B-1.

e. Utilities and Their Management

As described in detail in Section III.I "Utilities" of the DEIS, water will be sourced from two existing wells, one on proposed Lot 4 and one on proposed Lot 3. Septic systems will be installed adjacent to each of the buildings. A minimum 269,000 gallon water tank volume would be required for the non-transient, non-community public water supply system, and the water tank and water treatment building are situated on Lot 2 at the southwesterly side of the intersection of Barrett Road and Pugsley Road. The water tank includes sufficient water storage to accommodate a fire reserve as well as domestic water demand, as discussed in Section III.I Utilities of the DEIS.

New York State Electric and Gas (NYSEG) serve the property, and have indicated that they will provide service to the site. Details regarding NYSEG electric and gas service are discussed in Section III.I Utilities of the DEIS.

f. Amount of Disturbance, Wetland Disturbance and Mitigation, Impervious Surface, Stormwater Management

Approximately 195 acres, or approximately 60% of the site, will be undisturbed, including the 57.28 acre Lot 4. Of the approximately 133.2 acres within the limit of disturbance, approximately 72 acres (or 54% of the disturbance area) is to remain pervious following its disturbance.

The total disturbance areas per proposed lot are 51.8 acres for the proposed Lot 1, 32.1 acres for the proposed Lot 2, 36.2 acres for the proposed Lot 3, 1.9 acres

for the proposed Lot 4, 0.6 acres for the proposed Lot 5, 0.3 acres for the proposed Lot 6, and 10.3 acres within the right of way.

Over 82% of the property will be green, pervious area following the construction of the proposed project.

Approximately 005 acres of NYSDEC wetland disturbance (due to the proposed Barrett Road crossing improvements, and which is also subject to ACOE jurisdiction) and approximately 7.81 acres of Town and NYSDEC buffers would be disturbed, with mitigation of potential impacts provided by a Wetland Mitigation Plan, as discussed in Section III.D of the DEIS. The Wetland Mitigation Plan will provide mitigation for the wetland encroachment at the Barrett Road crossing through restoration of the upper portion of Wetland 4, as discussed with the NYSDEC. This area has been overgrown by invasive species which degrade the overall habitat value of the wetland. If left alone, it is likely that these species will continue to spread and will eventually eliminate the native species within this portion of the wetland. Since the Barrett Road improvements will require disturbance to the wetland and replacement of the culvert, the upper portion of the wetland will be excavated to remove the common reed rhizomes, and the area will be solarized by placing clear plastic over the remaining soils during the growing season. This will result in sterilization of the soil where the invasive species were growing by elimination of the seeds and remaining rhizomes. Following completion of the road reconstruction, the sterilized soils will be replanted with plugs of native sedges and allowed to grow.

The property will contain a total of approximately 57.2 acres of impervious surface, or approximately 17% of the site (which includes the impervious improvements to Pugsley Road and the adjacent NY 312), and will be mitigated with a Stormwater Pollution Prevention Plan (SWPPP) as well as with the proposed site landscaping. As discussed in greater detail in Section III.D “Surface Water and Wetlands”, development of this site will also include stormwater

management improvements such that the quantity and quality of stormwater runoff during and after construction are not adversely altered or are enhanced when compared to pre-development conditions, and are not anticipated to have any adverse impacts to the site or surrounding areas.

g. Open Space

Because the project has no residential component, the project itself will create no demand for additional parkland. However, the Applicant is discussing donating Lot 5 to Putnam County in connection for use with the County's Tilly Foster Farm & Educational Institute, which is adjacent. The County has expressed an interest.

Approximately 82.3% of the site will be open space following development, which is well in excess of the minimum requirement by zoning of 45%. Also, additional landscaping is proposed to promote a rural feel and buffer other land uses in the area. The project has been specifically designed to provide buffering between it and residential districts, protect property values, and preserve community character.

h. Parking and Site Sections

A total of 446 parking spaces are proposed, plus 310 which are proposed to be landbanked, for a total potential of 756 spaces, as depicted in Table II-3, below. The landbanked spaces are to give flexibility to the Applicant so that should a future tenant require additional parking, it will be available. 212 loading docks are to be provided plus 192 trailer parking spaces, for a total of 404 trailer spaces provided.

TABLE II-3

Parking And Loading Table									
Description	Building Size (s.f.)	(1)(3) Anticipated Employees (1 Employee / 1,695 S.F.)	Town Parking Requirement (1 Space / 1.5 Employee)	Parking Provided			Loading Docks And Trailer Spaces		
				Proposed	Landbanked	Total⁽²⁾ Provided (0.67 Space / 1,000 S.F.)	Loading Docks	Trailer Parking	Total Provided
Building 1	261,320	154	104	104	72	176	39	55	94
Building 2	173,775	103	69	69	48	117	52	23	75
Building 3	323,076	191	128	128	89	217	51	62	113
Building 4	366,404	217	145	145	101	246	70	52	122
Total	1,124,575	665	446⁽²⁾	446	310	756	212	192	404

Parking And Loading Table Notes:

- (1) The anticipated number of employees is based on the ratio of employees to square feet of floor area published by energystar.gov for typical warehouse space. New construction highly mechanized warehouse spaces have lower employee densities.
- (2) The total number of parking spaces provided is consistent with parking ratio for storage or wholesale facilities in the urban land institute publication, "the dimensions of parking, 5th edition".
- (3) Septic areas have been conservatively sized for potential higher employee totals:
 - Building 1: 264 Employees
 - Building 2: 176 Employees
 - Building 3: 326 Employees
 - Building 4: 369 Employees
 - Total: 1,135 Employees

i. Easements

There will be a cross access easement for Lot 2 and Lot 3 to share access to private Barrett Road. There will also be a stormwater easement for the utility structures (pipes and headwall) on Lot 1 that serve Lot 2. Easements will also be provided for the water infrastructure serving Lot 1, Lot 2, and Lot 3 from the two supply wells, one on Lot 4 and one on Lot 3.

j. Estimated Cut and Fill

The intent of the grading design of the site is to balance the earthwork, such that no excess material will need to be exported off of the site, and no material will need to be brought into the site as fill. Currently, the existing grading design results in slightly more cut than fill. The site is large, and this excess amount of excavated material will be utilized as berm material within the limit of disturbance.

k. Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) of the property (see Appendix O-1) was conducted in March 2018, and is discussed in Section III.O. Based upon the consultant's site inspection and the historical information review for the Phase I ESA, no recognized Environmental Conditions (RECs) were identified in connection with the subject property.

E. List of Involved and Interested Agencies, Required Approvals/Permits, and Interested Parties

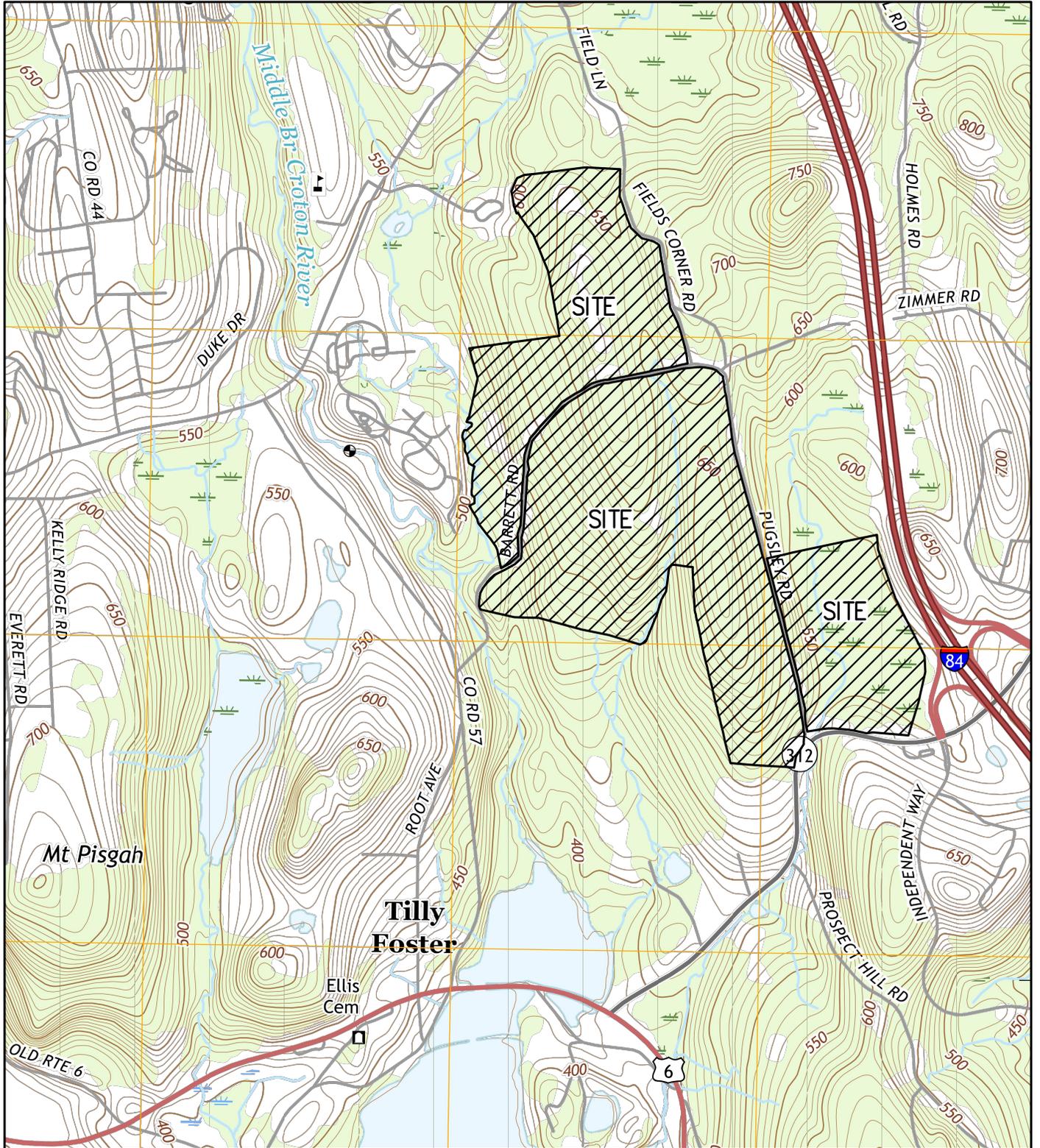
The list of involved and interested agencies, required permits and approvals, and interested parties is provided below.

**Table II-4
Project Reviews and Approvals Required**

Involved Agency	Type of Approval/Review
Southeast Town Board	<ul style="list-style-type: none"> • Zoning Text and Map Amendments: <ol style="list-style-type: none"> 1. Define "logistics center" under Section 138-4(b); 2. Allow logistics centers as a Conditional Use in the Town; 3. Make logistics centers a permitted Conditional Use in the OP-3 District; 4. Rezone tax lot Section 45, Block 1, Lot 4 in the OP-3 District on the zoning map. • Demapping of Barrett Road
Southeast Planning Board	<ul style="list-style-type: none"> • Site Plan Approval • Conditional Use Permit • Subdivision Approval • Local Wetland Permit
Putnam County Planning Department	<ul style="list-style-type: none"> • GML 239 Review
Putnam County Department of Health (PCDOH)	<ul style="list-style-type: none"> • Commercial Subsurface Treatment System Approval • Realty Subdivision • Non-Transient, Non-Community Public Water Supply
New York City Department of Environmental Protection (NYCDEP)	<ul style="list-style-type: none"> • Stormwater Pollution Prevention Plan Review • Commercial Subsurface Treatment System Review
New York State Department of Environmental Conservation (NYSDEC)	<ul style="list-style-type: none"> • Article 24 Freshwater Wetlands Permit • SPDES Stormwater Permit • 401 Water Quality Certification
New York State Department of Transportation (NYSDOT)	<ul style="list-style-type: none"> • Highway Work Permit • Access Highway Extension Approval
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> • Nationwide Permit # 39 (Wetlands)
Town of Southeast Highway Department	<ul style="list-style-type: none"> • Permit for modifications to Pugsley Road
Town of Southeast Architectural Review Board	<ul style="list-style-type: none"> • Architectural Review

Interested Parties

- Town of Patterson
- Putnam County Sheriff's Department
- NY State Police, Troop K, Zone 2, Brewster Barracks
- Brewster Fire Department



NORTHEAST INTERSTATE LOGISTICS CENTER
 NY 312 & PUGSLEY ROAD
 TOWN OF SOUTHEAST, NEW YORK

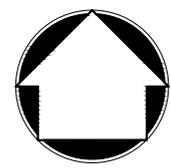
SITE LOCATION MAP

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: II - 1

SCALE: 1" = 1,500'



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NORTHEAST INTERSTATE LOGISTICS CENTER
 TOWN OF SOUTHEAST, NEW YORK

AERIAL PHOTOGRAPH

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NY 312 & PUGSLEY ROAD

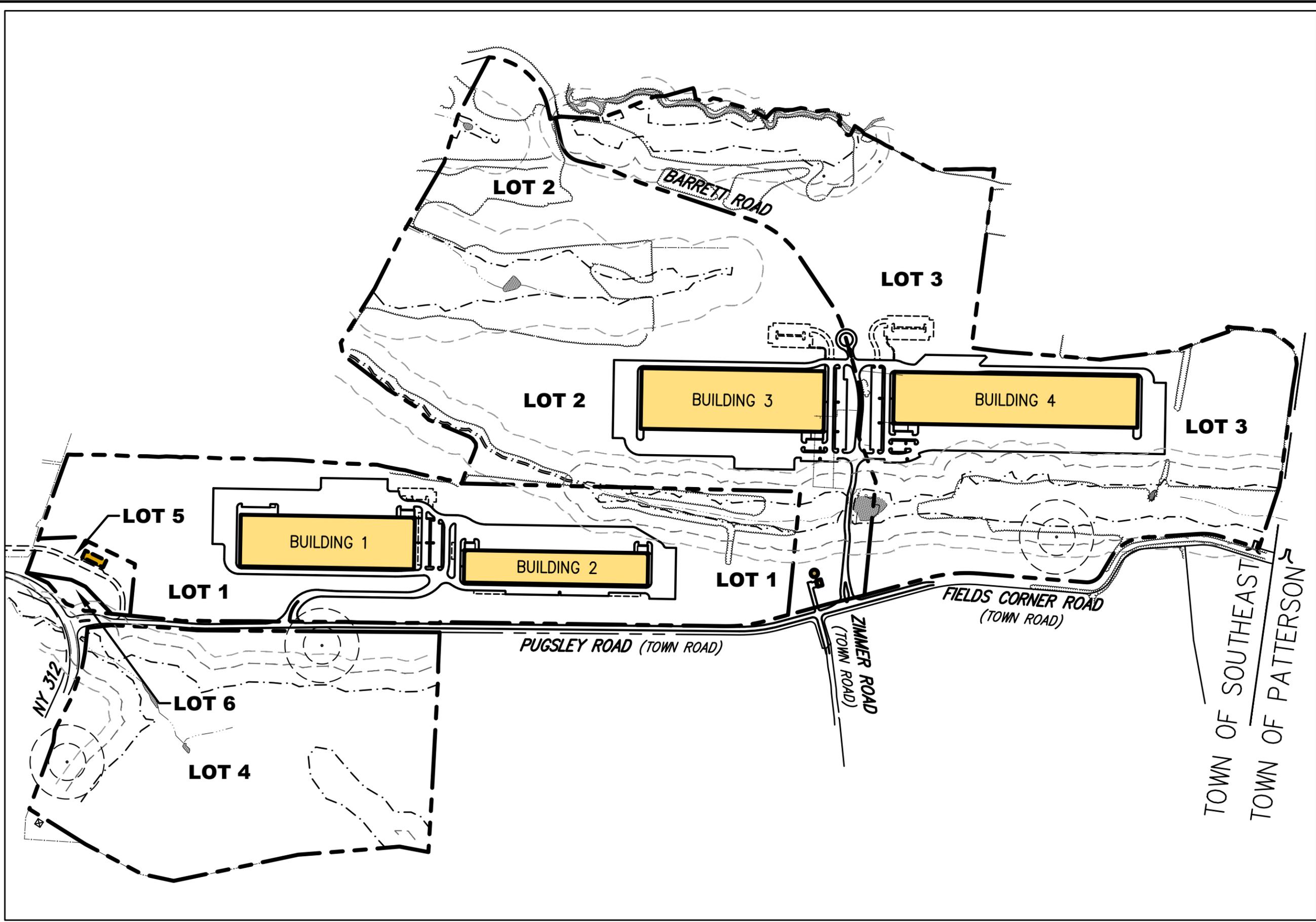
JMC PROJECT: 14012

DATE: 06/2018

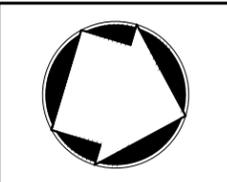
FIGURE: II - 2

SCALE: 1" = 750'

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NORTHEAST INTERSTATE LOGISTICS CENTER
 TOWN OF SOUTHEAST, NEW YORK
 NY 312 & PUGSLEY ROAD
PROPOSED LOT MAP
 DATE: 06 / 2018
 JMC PROJECT: 14012
 SCALE: 1" = 500'

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NY 312 & PUGSLEY ROAD

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NY 10504
(914) 273-5225
fax: 273-2102
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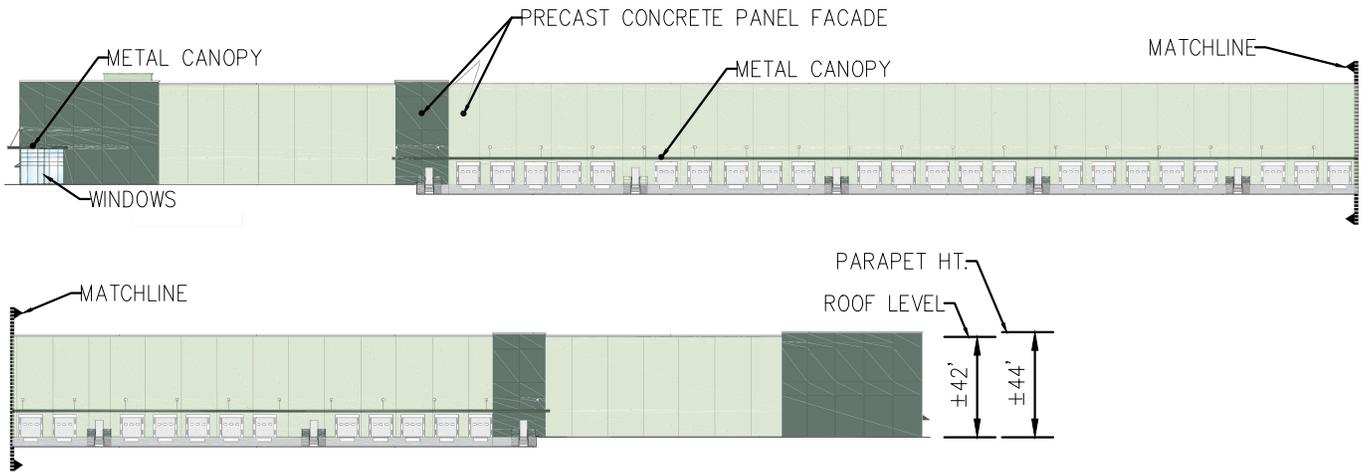
ILLUSTRATIVE SITE PLAN

DATE: 06/2018

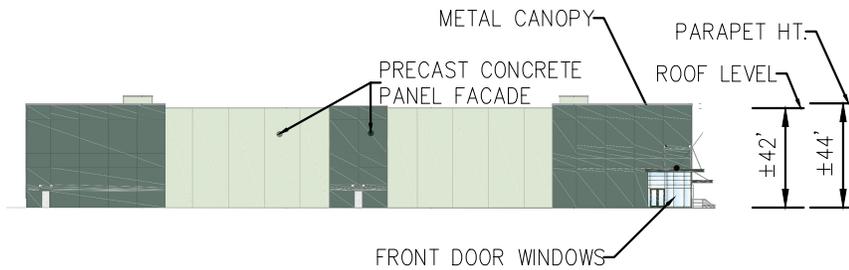
JMC PROJECT: 14012

FIGURE: II - 4

SCALE: NTS



SIDE ELEVATION AT LOADING DOCK



FRONT ELEVATION

NORTHEAST INTERSTATE LOGISTICS CENTER
 NY 312 & PUGSLEY ROAD TOWN OF SOUTHEAST, NEW YORK

TYPICAL BUILDING ELEVATIONS

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: II - 5

SCALE: N.T.S.

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NY 312 & PUGSLEY ROAD

NORTHEAST INTERSTATE LOGISTICS CENTER
TOWN OF SOUTHEAST, NEW YORK

PROPOSED BUILDING PERSPECTIVE

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: II.5 - A

SCALE: N.T.S



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fax 273-2102

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