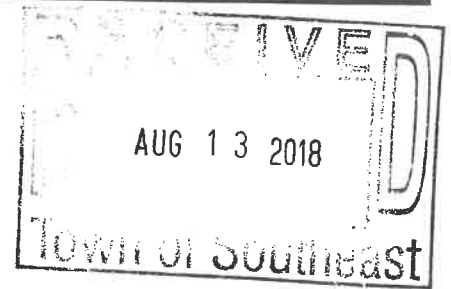


## Victoria Desidero

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**From:** Christine Capuano [REDACTED]  
**Sent:** Friday, August 10, 2018 4:30 PM  
**To:** townboard@southeast-ny.gov  
**Cc:** planning@southeast-ny.gov  
**Subject:** LOGISTICS PROJECT



ATTN:: Tony Hay, Edwin Alvaraz, Lynne Eckert, Liz Hudak, John Lord:

This is the third letter I have written on this subject because I feel so strongly against it. I am appealing to the entire board whom we elected to act in the best needs of our town to reject Northeast Logistics on Pugsley Road. To approve this monstrosity is NOT in the best interest of your residents.

Logistics can put up a forest of trees and move the loading docks to the other side but we will still hear the beep beep of semis 24/7, especially at night as noise travels. I Lived 5 miles from La Guardia and could hear the plans idling at nighttime. I am not a scientist but can safely bet those diesel fumes will most certainly be a health hazard so our residents but also pollute the MiddleBranch Reservoir, not to mention the animals at beautiful Tilly Foster. Think of the people who suffer from COPD or asthma..they will be breaking out their inhalers constantly.

Our children travel on the busy 312 corridor to get to and from school. Good luck getting to school on time with 500 semis and employees pulling in and out of Pugsley. What if an accident or overturned trailer occurred? Safety issue. Roundabout or not--a nightmare on the already busy RT312-RT6 corridor. Our doctors and Urgent Care offices are also located on this route. . Urgent Care wont be so Urgent by the time one arrives. Why should we shop at Kohls or Home Depot bucking traffic and fumes when we an go to Jefferson Valley with no traffic or fumes. This could generate a loss in sales taxes.

Refueling..Where will these trucks refuel with Diesel. Are we now going to sink fuel tanks in Watershed Territory? As to the claim it will bring over 600 jobs. Those warehouse jobs will most likely be part time and even full time do not pay a salary to live here. Employees will be out of town. This company will be granted lucrative tax breaks and the town wont benefit for at least 10 years. I never received lower taxes as was promised when they built Home Depot or Kohls.. I am not against responsible development and I would rather see 140 homes who will be paying full taxes NOW and not pollute our air or cause monster traffic jams. True they would add to our schools but will be paying taxes and didnt I read that schools have declining students lately?

If a fire ever occurred it could travel down that mountain and be tough to fight a fire of this size--Remember The Gap Fire in Fishkill? Thank God it wasnt near residences. And where will they get enough water to fight a fire of this size or operate their air conditioning systems for over one million sq feet.?

TO THE TOWN BOARD I SAY THIS..YOU NEED TO LISTEN TO THE PEOPLE WHO LIVE AND RAISE THEIR CHILDREN HERE and overwhelmingly object to this and whose quality of life will be destroyed if you allow this variance to happen. If its commercial development you want, I would have no objection to an office building or even the hotel you want to build..This is a beautiful spot for that., but not this ill suited disaster

If you allow this zoning change our beautiful town will become a polluted traffic nightmare. LISTEN TO YOUR PEOPLE..WE DONT WANT THIS.! Dont vote in favor because YOU think its a good idea. We who live here should have a say on what is built practically in our backyards that will affect us negatively.

I, along with my fellow neighbors and friends will remember a vote for this come election time.  
PLEASE DO NOT APPROVE THIS PROJECT

Sincerely,  
Christine Capuano

cc:Victoria Desidero Planning Board .

**SUPERVISOR**  
Richard Williams Sr.  
(845) 878-6564



**TOWN BOARD**  
Charles W. Cook  
Peter Dandreano  
Shawn Rogan  
Mary E. Smith

**TOWN COUNSEL**  
Hogan & Rossi  
Tel. (845) 279-2986  
Fax (845) 278-6135

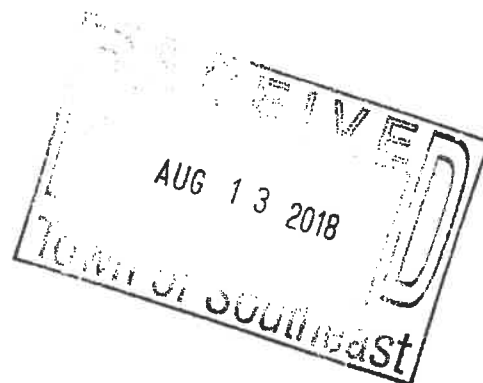
1142 ROUTE 311  
P.O. BOX 470  
PATTERSON, NEW YORK 12563

**TOWN CLERK**  
Antoinette Kopeck  
Tel. (845) 878-6500  
Fax (845) 878-6343  
townclerk@pattersonny.org

August 9, 2018

Mr. Thomas LaPerch, Chairman  
Planning Board  
Town of Southeast  
1 Main Street  
Brewster, NY 10509

Re: Northeast Interstate Logistics Center  
Draft Environmental Impact Statement



Dear Chairman LaPerch:

I have had the opportunity to review the Draft Environmental Impact Statement (DEIS) for the Northeast Interstate Logistics Center. I would like to thank the Southeast Town Board, Southeast Planning Board and the Developer for their cooperation in mitigating traffic impacts to the Town of Patterson by supporting the installation of a gate at the Patterson/Southeast Town line.

However, installation of a gate at the Town line to mitigate traffic impacts does not relieve the DEIS from acknowledging potential impacts to intersections in the Town of Patterson that may occur from the Project. Although the DEIS acknowledges discussions with the Town of Patterson for the installation of a gate at the Town line, the DEIS fails to acknowledge the reasons necessitating the gate; the increase traffic through residential neighborhoods caused by employees of the facility and/or truck traffic seeking alternate routes to avoid delays. SEQRA requires that all potential significant impacts be identified, assessed and then mitigate.

The DEIS's fails to recognize or evaluate potential traffic impacts to Fields Corners Road, the intersections of Fields Corners Road/Fair Street, Terry Hill Road/Fair Street and Fair Street/Route 311. At a minimum traffic counts should have been completed at the intersection of Fields Corners Road/Fair Street to understand the number of vehicles using this road to travel between Fair Street and Route 312.

The proposed project will generate for AM peak hour, PM peak hour and Saturday Peak, upwards of 337, 360 and 146 vehicles. The generation of this number of vehicles will result in increased

delays at local area intersections. Compounding the employee vehicle trips are the number of delivery trucks that will be traveling to the site.

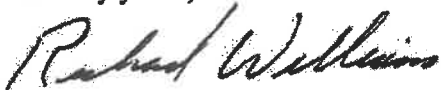
Without the proposed gate at the town-line, vehicles will exit the sites of Building 1 and Building 2 via a shared driveway onto Pugsley Road where they will have the option of executing a right turn to Route 312, or a left turn to Fair Street. Vehicles exiting from Building 3 and Building 4 via Barrett Road will also have the option of executing a right turn to Route 312, or a left turn to Fair Street. Many of these vehicles will be employees of the site living in north of the project such as Dutchess County. Delivery trucks will likely be traveling to and from Stewart Airport.

As a result employees and delivery trucks traveling to and from the site will inevitably be looking for alternate routes which are shorter, and which will avoid delays. In other words they will be using Fields Corners Road in the Town of Patterson as an alternate route. Yet the traffic analysis [Traffic Data, Appendix B-1] does not once even mention Fields Corners Road, Fair Street or the Town of Patterson, let alone analyze intersections in the Town of Patterson for current level of service, or future changes in those LOS.

The traffic impact to Fields Corners Road/Fair Street intersection and the Fair Street/Route 311 intersection must be analyzed in the DEIS. Installation of a gate can then be offered as the potential mitigation to the traffic impacts resulting from the project.

Please also note that Table II-4 lists the Town of Patterson as an "interested party". There will be significant traffic impacts to Fields Corners Road, a Town road which must be mitigated by significant improvements to Fields Corners Road, or by closing and gating Fields Corners Road to avoid its use as a shortcut. Unless the gate and turnarounds will be located entirely in the Town of Southeast, any improvements to Fields Corners Road will require the approval of the Town Board and Highway Superintendent.

Sincerely yours,



Richard Williams Sr.  
**SUPERVISOR**

cc: Town Board  
Town Engineer  
Town Attorney

AUG 10, 2018

TOWN OF SOUTHEAST PLANNING BOARD

I AM WRITING TODAY TO VOICE MY OBJECTION TO THE PROPOSED LOGISTICS CENTER I AM A RESIDENT OF HUNTER'S GLEN ADJOINING THIS PROPOSED DEVELOPMENT AND I AM CONCERNED HOW THIS WILL AFFECT OUR WELL WATER SUPPLY, EITHER BY DIMINISHMENT OR CONTAMINATION.

IMPEDIMENT TO SCHOOL BUSES AND EMERGENCY EQUIPMENT ALONG WITH MAJOR TRAFFIC CONGESTION IS ALSO A CONCERN, ALONG WITH THE DANGER TO LIVES AND PROPERTY IN CASE OF A MAJOR FIRE.

I MOVED HERE IN 1994 AND COMMUTED 100 MILES A DAY TO LIVE IN A QUIET, COUNTRY LIKE ATMOSPHERE. THIS PROJECT WILL DISRUPT MANY OF THOSE QUALITIES OF LIFE I HAVE BECOME COMFORTABLE WITH.

I URGE YOU TO CONSIDER ALL THE NEGATIVE IMPACTS TO OUR COMMUNITY.

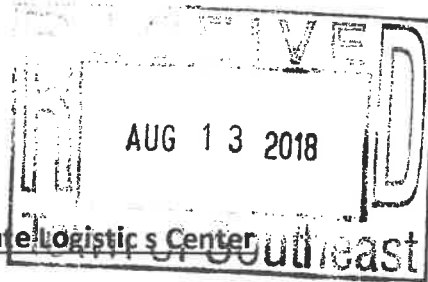
EUGENE J. DUFFY, JR  
[REDACTED]  
HUNTERS GLEN  
CARMEL NY 10512-2633  
[REDACTED]

SINCERELY  
Eugene J. Duffy Jr

AUG 13 2018  
TOWN OF SOUTHEAST

August 9, 2018

Southeast Planning Board  
1 Main Street  
Brewster, NY 10509



**Re: Noise and Air pollution: Northeast Interstate Logistics Center**

Dear Sirs,

According to the Draft Environmental Impact Statement, the project is "not anticipated to significantly affect air quality conditions" and the future build 2023 will result in noise levels that are "2 decibels" or less and at "6 trips per hour for each building will result in noise levels that are 7 decibels less" below the limited provided for in the noise ordinance.

According to the American Lung Association's 2018 report, the Hudson Valley are among the most polluted in New York State and further Putnam County slipped from grade C to grade D. High Ozone and high particulate matter measured from 2014 to 2016 dramatically increased. Such levels of pollution have been scientifically linked to pediatric asthma, adult asthma, COPD, lung cancer, cardiovascular disease and diabetes.

In terms of noise pollution, according to the NYS Motor Vehicle Law, tractor trailer trucks and heating and cooling units are the two biggest contributors to noise pollution. Further they calibrate the noise from a single tractor truck to be 91 decibels. According to the DEIS, the noise levels will be 7 decibels less than the limit provided for in the ordinance. Does anyone with common sense really think that 510 tractor trailer trucks traveling on 1 exit/entrance road (Pugsley), and idling while waiting will really have no significant impact?

These two incredible claims led me to wonder whether air pollution and noise ordinances are written with any consideration for scientifically measured factors affecting a particular community or whether they're written by engineers in a vacuum. When I checked the list of experts who wrote those ordinances I found that the Noise and Air Quality standards were written by Makofka Environmental Engineering in Middletown, New Jersey.

Fearing that the Planning Board and the Town Board will excuse the developer for these ridiculous statements based on the fact that they conform to the Town's air pollution and noise ordinances makes you really wonder about the real standards that are being used for development. The whole approval process for this project is within Southeast and our elected or appointed officials. Please make your voice known.

Sincerely,

Challen H. Armstrong

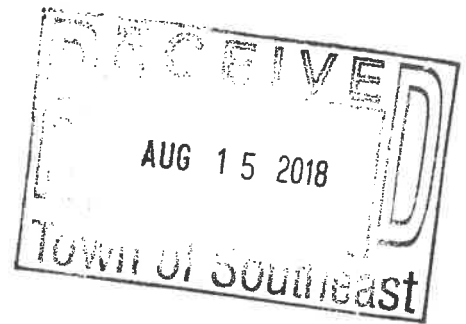
Cc: Putnam Courier, Putnam Examiner, Putnam Times

August 6, 2018

Karen Lynch  
[REDACTED]

Brewster, NY

Southeast Planning Board  
1 Main St  
Brewster, NY



Dear Southeast Planning Board Members,

I am writing to voice my opposition to the proposed truck distribution center off Intertate 84 at Route 312 and Puglsy Road. As a long-time resident of Southeast I have been waiting for years for the board to approve projects which would beautify our town and enhance its appeal as a quaint town for families to live and people to visit. Never has a logistics and trucking distribution center entered my thoughts as a potential avenue to achieve this goal.

I have read the specs presented by the attorney for the developer, citing creating 900 jobs during the construction phase and the potential of \$2 million of taxes generated. Although these are definite pros, we must be cognizant of the fact that those jobs would be temporary, likely filled by non-residents, and the taxes collected would be over a 10 year period. Why are we not looking at projects which would provide permanent jobs for our residents which could also generate long term tax benefits, such as shops and restaurants?

Residents of Southeast have also been waiting for years for our 2 major roadway hubs; Routes 22 & 312, to be expanded to remedy the current high volume traffic situation, meanwhile this proposal calls for a major increase in traffic, with a possibility of 500 additional trucks daily! That area simply cannot handle this type of congestion nor do we want the potential pollution generated by trucking emissions.

As a citizen of Southeast, a town which has so much un-tapped potential, I urge you to reject this proposition.

Respectfully,

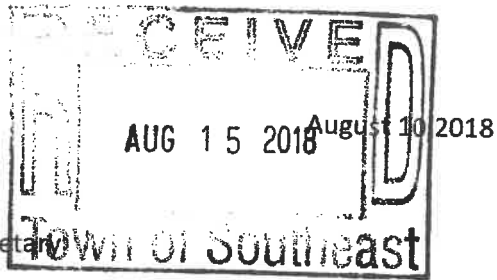
Karen Lynch  
[REDACTED]

Brewster, NY 10509

Alan Wendolski

Carmel , N.Y. 10512

Victoria Desidero , Planning Board Secretary  
Town Of Southeast  
1 Main Street  
Brewster , N.Y. 10509



The Planning Board did the Town of Southeast a great disservice by passing Seabury's D.E.I.S. on June 14<sup>th</sup> before the public hearings on July 9<sup>th</sup> and July 23<sup>rd</sup>. I attended both of those hearings and I'm astounded at the amount of questions that went unanswered because the resolution was already passed. My four questions asked on July 9<sup>th</sup> were never answered. Why didn't the Board hold off the vote until after the Public hearings so if issues were raised that the D.E.I.S. couldn't answer, it could be returned for revision. At least the Planning Board listed a dozen concerns with the proposed project. Here are some questions and concerns I have with the proposed Center ;

1. How much is the cost of the roundabout and the reconstruction of Pugsley Road ?
2. Seabury wants the town to give it Barrett Road, why not sell them Barrett Road to cover the cost of construction of the Roundabout and Pugsley Road ?
3. What is the noise level of a Semi both running and also starting up?
4. What is the level of the backup beepers of these Semi's ?
5. What is the noise level of a loading dock during normal operations ?
6. With a total of 212 loading docks and 192 trailer parking spaces placed atop a ridge , how can Seabury expect anyone to believe this project will be no louder than a flowing stream when my house is only 1,400 feet away.
7. Seabury claims it conducted tests, but there is no other center this huge in a rural setting on top of a hill that I know of.
8. How much noise will be added by the HVAC units on top of the buildings perched fifty feet above the top of the ridge? How much louder are the refrigerated units?
9. The Employee parking lots for buildings 3 and 4 are located between the buildings and my back door, how far away are they? How noisy will be the sound of 200 car doors closing at the change of shifts?
10. When the noise at night exceeds the values listed on page III.L-9 in table III.L-5 will Seabury close down the center for Evening operations? What is the maximum noise level allowed before operations must shut down ?
11. How will the 919 employees working around the clock affect traffic on rte 312 ? If we presume three likely shifts ( 8am-4pm,4pm-midnite&midnite-8am) how are the approximately 300 cars heading into Pugsley rd going to affect traffic on route 312 ? How are the other 300 or so cars going to affect traffic when they are leaving the center moments later ?.
12. What will be the noise generated by these combined 600 cars around midnight in addition to the truck , loading dock , back up beepers , and HVAC noises ?



13. What will happen to the Town's taxes when the stores in the Highland Shopping Center start closing because shoppers don't want to deal with the traffic on route 312 ?
14. The same question for the Care Mount Medical Facility ?
15. How many jobs at the Highlands Shopping Center and Care Mount will be at risk if this project goes through ?
16. If you ever stopped at a truck stop you would notice little dark spots under the parked trucks. Many trucks leak a little fluid ( transmission,brake,hydraulic,etc) when pulling heavy loads. These few drops get magnified when you have over 500 trucks a day, seven days a week at a facility. However at this facility the rainwater will carry these (along with any spills) into the MiddleBranch Reservoir and New York City's water supply. Will Seabury sign a waiver taking sole responsibility for any and all spills that occur on this site or will the Town be subjected to lawsuits from New York City when a spill occurs?
17. Speaking of liability , can the Town (and members of the board) be held liable when our housing values plummet due to their proximity to an industrial park ?
18. What about Town liability from New York State regarding protective measures required to be taken when projects occur within occupied habitat of the Northern Long-eared Bats ? Seabury contends the bats hibernation site is **3.75 miles** from the project site so there are no restrictions on tree cutting. The N.Y.S.D.E.C. website states , "there is no restrictions on tree cutting unless a project is located **within 5 miles** of a known hibernation site ". There have been noises coming from the project site , have any trees been cut down ?
19. The Bog Turtle is an endangered Species which is protected by the Endangered Species Act . As part of the protection under this act Seabury was supposed contact the U.S. Fish and Wildlife Service early in the planning for a project that may affect the Bog Turtle or its habitat. We are currently at step 8 in the 11 step S.E.Q.R. process , when did Seabury make the notification as required by Federal Law ? If Seabury has failed to follow proper procedure per Federal guidelines is the Town in violation of its fiduciary duty to uphold the E.S.A. ? What liability do we now bear if Seabury violated the E.S.A. ?

Dan Richman stated at the July 23<sup>rd</sup> hearing that the Center was needed due to the "new realities " facing our nation. However , another new reality, namely acts of terrorism were never mentioned. New York City has been a prime target for terrorists and this center would make an ideal "soft target". One fifty-three foot trailer packed with explosives , or even a nitrate based fertilizer with a few cans of gasoline would destroy this complex and foul New York City's drinking water. What if two trailers were used ? The initial shock wave emitting from atop a ridge would travel miles causing countless death and destruction. If this were executed during a drought , the firestorm would quickly overwhelm our firefighting resources and Westchester , Putnam , and Dutchess Counties would be ablaze as would Connecticut .The loss of life would be astronomical . What if massive amounts of hazardous chemicals ( such as chlorine , ammonia , pest control products , etc ) were ordered and tracked on-line to the center in time for the attack ? Sounds farfetched ? Two men were just arrested in the southwest trying to set up a terrorist base.The world changed in 2011 when 2 planes brought down the World Trade Towers. **Putting this project atop a ridge in the middle of New York City's water shed is about as stupid an idea as you can have from a security standpoint!**

*Alan T. Mendelak*

Victoria Desidero , Planning Board Secretary  
Town of Southeast  
1 Main Street  
Brewster , New York 10509

August 14 , 2018

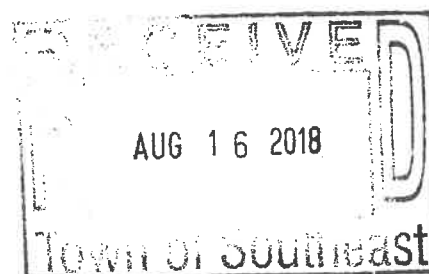
Members of the Planning Board , I am writing you today to express my objections to the construction of the Northeast Logistics Center in my backyard. My wife and I moved to Hunters Glen 20 years ago. We saved for years to escape the Bronx , with all its noise and pollution , and retired here in the Town of Southeast. We chose this town because it was quiet , the people were friendly , and it was abounding with Nature's beauty . Now Seabury is trying to destroy that by putting a huge warehouse complex on top of the hill behind my house. How could you let this happen ? If you ever worked on a loading dock , you know how loud it can get and this center is slated to have 212 loading docks . If you consider all the trucks coming in and out, you are turning the Southeast into the Bronx . This place is going to be noisy , the traffic on route 312 will get congested , and the air will get polluted from all the trucks . On top of everything this center will be running 24 / 7 so when the hell are we supposed to get some sleep ? The 2018 American Lung Association's report on air quality dropped Putnam County's grade from C to D . Is the town so desperate for a few bucks that it would endanger the health of its citizens along with the rest of Putnam County ? The exhaust from these trucks have been linked to pediatric and adult asthma, lung cancer , and COPD among a host of other ailments . What is the board going to do when the lawsuits start rolling in ? How are you going to live with yourselves knowing you poisoned Putnam County ? The residents of Hunters Glen and Twin Brook Manor along with many other Putnam County Residents are closely monitoring your vote on this project . We will remember who supported this project at election time ! You can tell Mary Ellen Odell that she has lost both our trust and our votes for her support of this project !

Israel Diaz

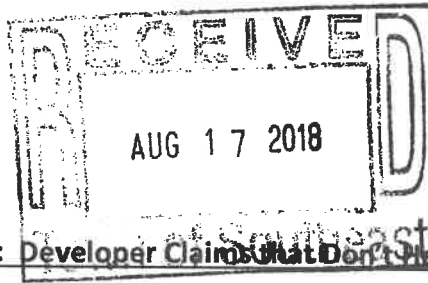
~~XXXXXXXXXXXXXXXXXXXX~~  
Carmel , N.Y. 10512



cc: Tony Hay  
Sue Serino  
Terrance Murphy  
Maureen Fleming



8/14/18  
Southeast Planning Board  
1 Main Street  
Brewster, NY 10509



**Re: Northeast Interstate Logistics Center: Developer Claims That Don't Hold Water**

Dear Sirs,

I am writing you again hopefully as the voice of the hundreds of residents who are opposed to this project and who turned out for both hearings. This is a letter about some of the benefit claims that just don't hold water.

1. The developer offers the tax benefits. Well, the tax benefit will start at \$ 1M and after 10 years grow to \$2M. The 2018 School Budget is \$98M. Is this project really going to make a difference?
2. The developer makes a big deal of the fact that there will be no children in our schools. The already approved project shows **150 children**. I suspect that most of us would rather see 150 more kids in the school system than this development which most citizens said wasn't the right project for our community.
3. The developer claims that the project will add jobs. However, the number of **jobs long term is 665**. We know that robotics will do most of the heavy lifting in this project leaving the jobs at minimum wage?
4. The developer said that the economic impact on the area will be \$91M. Sounds impressive, right? However when asked to explain what this meant the developer offered a "word soup" definition that included: "direct effect, indirect effect, and induced effect." The number was provided by an outside consultant who probably makes its business out of manufacturing these numbers.
5. The developer says that the proposed traffic improvements would maintain the "rural character" of Route 312. **Does a giant traffic circle on Route 312** right next to Tilly Foster Farm and the "amendments to traffic rules to facilitate the traffic flow of 510 tractor trailer trucks" per day really "maintain the rural character" of Route 312?
6. **Lastly, there will be minimal demand for municipal services.** At the very end of the second public hearing a fireman say that there is a serious fire hazard posed by these types of buildings based on his experience in Fishkill. He said we don't have enough water to handle such a fire in Southeast.

In closing, so many residents talked about how they love the quality of life that living in Putnam County affords us. Their take on this particular development was that it is not right development for Southeast. Since the movement of this project forward is entirely under the control of the elected and appointed officials of Southeast, I would hope that the Boards would pay attention to the loud and vociferous opposition of its citizens.

Sincerely,  
Challen H. Armstrong

A handwritten signature in black ink, appearing to read "Challen H. Armstrong". The signature is fluid and cursive.

Cc: Putnam Courier, Putnam Examiner, Putnam Times